

THE
UNITED SERVICE
JOURNAL

AND

Naval and Military Magazine.

1832., PART III.

LONDON:

PUBLISHED FOR HENRY COLBURN
BY RICHARD BENTLEY, NEW BURLINGTON STREET.

CONTENTS.

PAGE

Reviews and Critical Notices	96, 239, 383, 525
War of the Succession in Spain—Gilpin's Landscape Gardening— Finden's Illustrations, and the Byron Gallery—History of the Western World	84
Correspondence from the Principal Ports and Stations	97, 241, 385, 529
Portsmouth—Devonport—Barnstaple	97
General Correspondence	103, 252, 397, 534
The School of Naval Architecture and the Surveyor of the Navy	103
On Badges of Distinction, &c. for Seamen	106
Relative Rank in the King's and Company's Forces	107
Horse and Foot	109
Equipment of British Infantry	111
Fund to compensate for Losses by Shipwreck	112
Uniform of Half-pay Officers	112
Editor's Portfolio	113, 265, 409, 557
Changes in the Station of Corps	118, 269, 563
Parliamentary Proceedings	119, 270, 421
General Orders, Circulars, &c.	124, 281, 427
Prize Money	124, 425
Proceedings of Courts-Martial	124, 426
Distribution of the Royal Navy	137
Promotions and Appointments	140, 283, 428, 572
Births, Marriages, and Deaths	142, 286, 430, 574
Meteorological Register	144, 288, 432, 576
To Readers and Correspondents	144, 288, 432, 576
On the Quality and Influence of Military Genius	145
Notes on the Army of the United States of America	154
Character and Conduct of Captain Corbet Vindicated	162
Recollections of the Storming of Ciudad Rodrigo	172
Three Days at Elba	179, 327, 487
Rambles from Gibraltar	186
On a Method of finding the Latitude at Sea	214
The Past and Present State of the Cinque Ports	210
Memoir of the Services of the late Major-General Sir Charles Ash- worth, M.C.B., K.T.S.	224

CONTENTS.

V

PAGE

The late Court of Inquiry	226
Battle of Dreux	231
Foreign Miscellany :—	
France—Belgium—Germany—Switzerland—Italy—Greece—Russia—Turkey	235
Reviews and Critical Notices :—	
Memoirs of General Lafayette—History of the King's German Legion—Principles and Construction of Military Bridges—Instructive Gleanings in Painting and Drawing	239
Correspondence from the Principal Ports and Stations :—	
Portsmouth—Devonport—Plymouth—Milford Haven—Torquay	241
General Correspondence :—	
The Spanish Ex-Minister, San Miguel	252, 400
The Corps of Engineers	254
Omission in the Distribution of the Order of the Bath	255
The British Cavalry at Fuentes d'Onor	256
On Tactics and Logic	257
Marshall's Gun Carriages	258
Pursers and Surgeons of the Navy	259
Objections to Steering from the Bow	260
On the State of Naval Construction	261
Grades of the Order of Knighthood	263
The Lion of England	264
Naval and Military Library and Museum	266
Hydrographical Notices of Bermuda	267
General Orders of the Duke of Wellington	289
War of the Turks and Egyptians	297
Maritime Speculations, No. 2.—Patronage and Premium Promotions	304
A Visit to the Falkland Islands	309
Reminiscences of a Subaltern, No. 11.	334
Cursory Remarks on Comets	345
Reply to a Paper on 'Tactics of Cavalry' in the Court Journal	360
Memoir of the Services of the late Field Marshal Sir Alured Clarke, G.C.B.	364

Memoir of the Services of the late Major-General Sir Alexander Bryce, K.C.H.	365
Memoir of the Services of the late Major-General Sir Charles Bruce, K.C.B.	366
Services of the Royal Marines employed on the Coast and Lakes of North America during the late War	366
Plans for Naval and Military Provident Societies	369
Foreign Miscellany:—	
France—Spain—Hanover—Prussia—Bavaria—Russia—Denmark —United States—Mexico	376
The Mercantile Navy	381
Reviews and Critical Notices:—	
The Annuals—Finden's Landscape Illustrations of Lord Byron— View of St. Helena—Illustrations of Modern Sculpture—Gal- lery of the Society of Painters in Water Colours	383
Correspondence from the Principal Ports and Stations:—	
Potsmouth—Devonport—Plymouth—Milford-Haven	385
General Correspondence:—	
Reply of Capt. Basil Hall to the Article 'Capt. Corbet Vindicated'	397
Further Testimony to the Character of Captain Corbet	399
Royal Yacht Club Proceedings	402
Construction of the Castor	403
Progress of a Naval and Military Lunatic Asylum	405
Ciudad Rodrigo	406
Regiments employed at the Siege of Cork in 1690	407
Breaking the Square	407
British Order of Merit	408
Suspended Payment of the Deccan Prize Money	408
Medals of Merit	408
Military Figures for Cavalry Movements	410
Proposed Expedition in Search of Captain Ross	410
The Regiments of the British Army, showing the Rank and Distinc- tion of the Colonels of each Corps	411
Record of the Services of the Twenty-Third Regiment	414, 506

Sir Walter Scott	433
Proposed Expedition to ascertain the Fate of Captain Ross	434
The French and German Armies at the commencement of the Revolution War, and at the Present Moment	435
Sketch of the Military and Statistical Position of Prussia	442
On Plague and Quarantine	449
Suggestions for the Improvement of the Port of Sandwich	459
The Defence of Ireland during the last War	467
Notes from Van Diemen's Land	472
Army of Occupation in France	478
Walks on the Continent. By an Officer of Foot	483
The Fungus: a Legend of Portsmouth	492
Lingo drawn for the Militia	496
Remarks on Impressment	506
Memoir of the Services of the late Admiral Thomas Drury	513
Memoir of the Services of the late General Samuel Dalrymple	514
Monument to Sir George Don	515
Captain Pole's Gun-Carriage	516
Steam Naval Warfare	518
Foreign Miscellany:—	
France—Holland—Switzerland—Germany—Bavaria—Mayence	521
Reviews and Critical Notices:—	
The Life of Sir David Baird—Cabinet Cyclopædia—History of Spain and Portugal—Lives of Eminent British Military Commanders—Standard Novels—Edinburgh Cabinet Library—	
• Valpy's Shakspeare—Wild Sports of the West—Christmas Tales—The Eastern Story Teller—Illustrations of Byron—Heath's	
• Book of Beauty—The Buccaneer	525
Correspondence from the Principal Ports and Stations:—	
• Portsmouth—Devonport—Milford Haven	529
General Correspondence:—	
• Sam Sprit's Visit to Portsmouth	534
State of the Expedition of Don Pedro at Oporto	537
"Portuense" in continuation	539

	PAGE
Mr. Caulfield Beamish on his Plan of Naval Construction .	539
The Paddy from Cork to the Editor consarning one John Brown	541
Replies to F. S. A. as to the Regiments employed at the Siege of Cork	545
Capt. Jenkin Jones, R.N., on Capt. Basil Hall's Letter respecting Capt. Corbett	545
General de Alava on the conduct of General San Miguel	545
Mr. Holdsworth's Revolving Rudders	546
Adoption of the New French System of Measures	548
Pursers and Surgeons of the Navy Orphan Fund	548
The March of Intellect at Malta	549
Desertion	550
Recruiting	551
Promotion of Non-commissioned Officers of Regiments in the East	552
The Marquis of Anglesey and the Medical Department . . .	553
Orders of Knighthood	556
Magnetic Attraction	556



THE
UNITED SERVICE JOURNAL.

CAMPS OF EXERCISE.

Neque excitatur classico miles truci,
Neque horret iratum mare—
Militat in Sylvis. HORACE.

CAMPS are the order of the day: abroad, for purposes of instruction and precaution—at home, for objects of parade.

Nations are secure in proportion to their strength: that strength is represented by their armed force; and peace, viewing man as an animal whose perfectibility *as a race* is a jest, can only be considered a vacation from war, and a breathing time wherein to prepare stoutly for its inevitable return, come when or whence it may.

The powers of the Continent are wisely alive to these truths. History has not been to them “an old almanac”—nor, with a liberality of reasoning overstepping the bounds of logic, or the counsels of common sense, have they blinked the lessons of contemporary experience.

Armies and fleets, like other machines, are but a union of details, each of which may be preserved in a state of abstract efficiency, while the aggregate remains untried and ineffective. The parts of a steam-engine, however admirably adapted singly, are powerful only when combined. Where war is the question, the *disiecta membra*, the disjointed limbs of an army or a fleet, demand previous connexion and unity for the due performance of their higher and special functions. The petty, though doubly vexatious and responsible duties of home service, are doubtless executed by fragments of our forces, so as to furnish ample exercise to our tars and soldiers, as far as conflicts with mobs and smugglers are calculated to improve their separate training, and qualify them for a foreign field. However, the fact of this dispersion of our troops creates a necessity for their occasional re-union, even more pressing than in the case of those states to which we have alluded. The British army at home is more subdivided than any other in Europe: the subdivision descending as low as sections of troops and companies. The difficulty, therefore, of retaining even troops or companies, still more regiments, in the state of order and efficiency in which it is the pride and duty of British officers to maintain their corps, is increased in the ratio of their minute distribution.

Upon the above grounds, and because the trade of war comes not by inspiration, but must, like other “occupations,” be learned, we hold it to be either a false economy or a paltry jealousy which, strain-

ing at goats and swallowing camels, debars the British army from the means of its own perfection and the country's ultimate profit. The old soldiers are fast melting away; their successors are animated by the best spirit, but want such technical experience as may easily be afforded to them, without ruinous consequences, pecuniary or political, to the nation. In truth, judging by demonstrations upon every occasion of military display, we are convinced that no gala is so grateful to our civil brethren, and eke to their fairer halves and offspring, as that which presents to their view the "pomp and circumstance of glorious war," with all the proud and national associations reflected from the banners and the bearing of their countrymen in arms.

For the training of bodies of men in general movements, and their initiation in the sedentary portion of the game of war, there is no medium so ready and efficacious as a CAMP OF EXERCISE. Even upon so low a scale as five thousand men of all arms, its effects, technically, are prompt, practical, and lasting; while, if the season be propitious, and the site judiciously chosen, the influence of a camp life, however short its duration, upon the health and habits of the men encamped, is invigorating and beneficial. A camp teaches to combine and employ both the *personnel* and *matériel* of war, and, in mimic strife, though with its actual means and appliances, to do battle with the enemy. Even in a trading sense,—for our demagogues would realize the taunt of Napoleon,—a camp would "fructify" an impoverished vicinity with its liberal and ready expenditure: nor does it follow as an indispensable condition of forming an annual camp of instruction, that its expense should counterbalance its utility. The cost need not materially exceed the charge of moving the troops at the usual season, and might be defrayed by a per centage on the interest of the Russo-Dutch loan, or of the new Greek subsidy—to which mode of raising the wind we anticipate no serious objections from Mr. Hume,—or of civil sinecures on a reformed scale, or even by those funds now devoted to the printing of seditious petitions calling for the robbery or ruin of the army.

Were we advocating the cause of any other body, in a country so enlightened and light-seeking as this, we might have claimed attention to the point for which we contend, simply upon the score of "education,"—a camp being to the soldier what a university is to the student, or a manufactory to the mechanic;—but from all the "marches" opened by the liberality of the age to our perfectible species, the British soldier is clamorously excluded, saving those of patriotism and of glory, from which he is not to be decoyed or repulsed.

Should it be objected, that the troops could not be spared from their respective posts, even for the brief period allotted for their own encampment, or the relief of those moved into camp, we answer, that their places might be supplied, *pro tempore*, either by calling out the regiments of militia, in the vicinity of their stations, for training; or by placing the local yeomanry on permanent duty till the return of the troops. In either case the employment of the proposed substitutes might be reconciled with the general practice, and would demand no special arrangement save that of time and place.

As to the danger of camps to the liberties of free-born Englishmen, "the most timid gentleman" may lay aside his fears on that score, and look to danger rather from the absence of that training and experience

by which the British army may be practically qualified to defend the country and cope with its enemies. Nay, the most credulous devotee of that crazy Pythoness, "The Press," may take courage from the fact, that the freest nations have ever been the most warlike, and the most sedulous and unremitting in the organization and maintenance of a competent armed force; by which, in fact, their boasted independence was conquered and secured;—for

"Some must watch, while some must sleep,"

and surely the sleeper's gratitude, to say nothing of more substantial testimonies, is due to the watchman.

If an example in modern times be required, we will cite one, more illustrious perhaps in its *morale* than its magnitude; GENEVA—the sensorium as it were of freedom, without the encumbrance of its body,—the pigmy of war and colossus of watches—Geneva herself affects martial propensities, and has an annual camp of exercise! The fact is certain. We have seen it with our own eyes, and shared the patriotic ardour of that sturdy state, which bows not to man or God*, on witnessing its "beauty and chivalry" disporting under canvass. The affair might, by a critic made of sterner stuff than ourselves, have been thought to savour of Lilliput and the ludicrous:—but it serves our argument—Geneva keeps a camp!

As to the sites best adapted for camps of exercise, the neighbourhood of London alone abounds in situations combining many of the required advantages. Blackheath, with the contiguous arsenal of Woolwich, and the garrisons of London, Chatham, Maidstone, Brighton, Canterbury, Dover, &c., within a few marches, offers an eligible position in every respect. But the scene of all others the best adapted for a general camp is Portsmouth—the solitary fortress of Britain—and uniting every facility for the instruction and exercise of both services. The troops being encamped on Southsea Common, Portsdown Hill, or any other convenient site in the vicinity of the works, an experimental squadron might assemble in the harbour and neighbouring waters to practise combined operations of siege, coast-movements, embarkations, debarkations, &c.

Here—to repeat our expressions on a former occasion†—the whole army and fleet in commission might be successively passed through a course of practical instruction and *mæuvres*; each arm of the service gaining an insight into the movements and *matériel* of the other; while the details of professional knowledge might be fixed in their attention by sham sieges and fights, landings, repulses, and various manœuvres, in which the services might be combined or opposed; the effect of which would be to invest theory with the value and identity of experience,—to expand the views, profitably employ the time, and excite the emulation of the services;—results which would unquestionably tend to maintain our seamen and soldiers in a fitter state to meet the exigencies of sudden war.

While upon this portion of our subject, we must advert to the unaccountable neglect of instruction in *firing*, systematically prevalent in the British army, and we believe, in no other in the world. Naval

* The Genevese do not uncover on entering even their fine cathedral of St. Peter's, the interior of which is sufficiently grave and gothic to create devotional feelings.

† Part II. 1831. p. 356.

gunnery now promises to be a science no longer limited and defective. The experimental school on board the *Excellent* at Portsmouth, which has hitherto proceeded with the best results, may be expected to diffuse the theory and improve the practice of that essential art amongst seamen-gunners. Meantime the British soldier continues wholly untrained to shoot, excepting by the periodical discharge of a few rounds of mouldering ball-cartridge, fired as if to get rid of them. His musket, for all essential purposes, is to him a scaled instrument; and a whole campaign must be passed in acquiring its practical use. Exists there another calling in which the artisan remains habitually unacquainted with the powers of his implement? But the Ordnance Estimates must be "dwindled to the shortest span," and British soldiers only want Frenchmen before them to practise shooting with success!

A large camp, composed of Infantry, cavalry, and artillery, is now in progress of formation at Berlin; another, still more numerous, is assembling at Milan; and a third, composed of the flower of the Dutch army, and fully equipped for the field, with a train of eighty guns, has been for some time collected on the borders of Belgium.

The Prussian Army of Exercise is to undertake both the operations of a siege, and the evolutions of the open field—a certain time being appropriated to the several branches of manœuvre. The Austrians will cover the plain round Milan with their fine cavalry. The Dutch probably will march to Brussels, headed by their gallant Prince. An experienced British Officer, just returned from a visit to their camp, assures us, that the Dutch army is in the finest order, and fit to take the field against *any* opponents.

These military assemblages will doubtless be resorted to by many British officers, who may avail themselves of the periodical leave for that purpose; and thus—with ample means, if applied at home—are our young and old soldiers, who desire to learn new or repeat early lessons, driven to the continent for the practical study of their profession. Those officers will *there* see how soldiers are publicly appreciated; they will *here* experience how they are ostensibly slighted and abused, but covertly courted and sought to be corrupted. If indispensable to the power and security of foreign communities, the military are not less so to our own, where they are the guardians, under the law, of public order, and the sentinels of society in a season of conspiracy and convulsion.

We will here respectfully offer to authority a suggestion on the extreme imprudence and impolicy of suffering the troops to be scattered in billets, instead of being segregated in commodious barracks, or, if detached, in compact station-houses, hired for the purpose. Nothing short of the admirable discipline established in the British service could have hitherto retarded the disorganization and moral mischiefs naturally resulting from so unmilitary a practice. To expose troops, from whom the highest degree of subordination and the most prompt public services must at all times be required, not only to dispersion as a body, but still more to the physical and moral contagion of stews and public-houses, and to the arts of corruption with which, to our knowledge, they are plied by parties disavowed by the people of England, whose ruin these parties plot,—is wilfully to render the soldier inefficient for the purposes for which he is maintained, to do him personal injustice by subjecting him

to infection and temptation, and to *risk* his becoming an instrument of danger to his country, instead of the palladium of its safety. We know sufficient of the secret machinations of the low faction in question to induce us to press this subject on the earliest attention of our rulers. Its immediate consideration is due both to the soldier and to the country.

We will also take this opportunity of earnestly recommending the adoption of some plan for the organization of the large body of pensioners, dispersed throughout the country; in order that those old soldiers, who, in a public sense, are worse than useless in their present condition, may be rendered efficacious in the maintenance of the public peace, should occasion for their services arise. This might be effected at a trifling, *if any*, additional expense.

In closing these remarks, which we could have extended over a wider field, had it appeared to us expedient at present, we advert, though not with a feeling of unqualified satisfaction, to the petty encampment and military pageant recently exhibited at Windsor. Both the object, which was understood to be the conferring a mark of honour upon a corps (the Royal Horse Guards), to which all honour is due, and the effect, as derived from the fine array and soldier-like qualities of the troops present, might have been infinitely enhanced by a due combination of practice with parade. The opportunity, however created, was favourable and inspiring—the locality fitting, the weather superb, the materials first-rate though few. Even with two thousand men, combining all arms, much could have been done by the competent officers who had them in hand; while the military might have been excited and improved, and the spectators doubly gratified and impressed by a skilful representation of some “touches of old times,” when campaigning in good earnest was the fashion. But, to have done this effectually, half a dozen battalions instead of *one* should have been encamped, and a week at least devoted to manœuvre.

Discarding, however, the technical considerations which suggest themselves to the old soldier, without impairing his enthusiasm, we proudly bear testimony to the splendid and striking combinations of the scene presented on this occasion. “The Camp,” pitched perfectly *en règle* in a glade of the Great Park, and having eight hundred as fine fellows as ever bore bear-skin on their brows, looked pretty and picturesque, though somewhat stage-like. Church service for the troops, beneath the greenwood tree and in the presence of their Majesties and the Court—realizing that poetical triad, “the Camp, the Court, the Grove”—was a singular and beautiful ceremony, though, from the heat of the day, the zeal of the armed congregation was fain to ooze out at every pore. Finally, the grand Review in the Little Park, signalized by the solemn presentation of a royal standard to the Blues—(from whose ranks what power could wrest it?)—distinguished by the martial composition, superb equipment, and admirable order of the troops—enlivened by the animated concourse of well-dressed spectators, and set off by the blended beauty and magnificence of the castle, its crowded terrace, and noble scenery—formed altogether a spectacle to dazzle by its brilliancy, and impress by its mingled associations.

THREATENED EXPEDITION TO THE SCHELDT.

TACITUS says, that men invariably hate those whom they have injured. This observation, the truth of which is exemplified in ordinary life by every degree of injustice daily practised, from cold and heart-chilling neglect, to the fiercest and most intolerant persecution, is on the eve of being illustrated by the very conduct that the rulers of this world's destinies are about to pursue towards each other. The fourth estate of the realm, as we must now in all deference style the 'daily press, not content with depriving the King of Holland of the sovereignty of Belgium,—a country that had never been well-governed till it was placed under his sway,—are now calling out for war against our old friends the Dutch, merely because they and their ruler demur about submitting to the decrees issued by certain English newspapers; and, in the present state of general excitement, those may easily call war into existence, who shall verily raise no spirits from the "vasty deep."

The manner, also, in which this war is to be conducted, is worthy of the resplendent genius of its projectors; for it would appear that, jealous of another French invasion of Belgium,—which, till its permanent occupation, is probably not contemplated,—they propose to send a French and English fleet to the Scheldt, in order to compel the Dutch to evacuate the Citadel of Antwerp, and to accede to the *last* protocol of the unhappy Conferences of London. Round and grape are to be called in, to effect what bad French and worse reasoning could not bring about; and the lives of British sailors, the fame of the navy, and the honour of the country, are to be staked in this new and evil-boding game of chance, where skill and courage can lead to nothing, and where success can only be anticipated from the folly and cowardice of the defenders.

The numerous and splendid victories achieved by our fleets and naval armaments over forts and batteries, have not only tended to make such rapid modes of attack popular, but have also led to the very general and dangerous belief, that ships of war can contend successfully against batteries on shore whenever the latter are fairly accessible, and as often as there is anything like a fair proportion, as to the numerical force of guns, between the contending parties. None of the many theories that have resulted from the modern chance-games of war can possibly be more erroneous.

To strike even a pretty large object with a ball fired from a piece of artillery at a moderate range, is no very easy matter; and the difficulty is, of course, much increased, when the gun is placed, as on board a ship, on a moving, or at least a very unsteady platform; and where those whose business it is to take aim, are, after the first fire, completely enveloped in smoke. And, though towns and fortresses are not exactly small, or even moderately small objects, they, nevertheless, when situated on a level like those in the Scheldt, present but a very narrow horizontal line to the fire of shipping, and of this line a still narrower part is vulnerable. To unroof the houses of a few harmless citizens, or to throw shells into a second-rate town, is as unworthy as inefficient a mode of warfare, and will never induce a commander of

ordinary firmness to relinquish his post, or give up the contest. To breach the rampart when there are no troops for debarcation, and when, as in such maritime expeditions generally, there is no intention to storm the works, is, of course, useless; so that the only remaining alternative is to dismount, or to silence the artillery. This can be effected only by striking the guns themselves, or by so completely demolishing the parapet as to prevent the men from working them. The first is difficult, for a gun presents but a very small mark; and the second is not easy, because it requires time, and a great many well-directed shots, as a parapet hardly presents a vulnerable horizontal line of more than six or eight feet in breadth, even when the guns are on traversing carriages. In 1809, eight sail of the line, under Sir Richard Strachan, passed Flushing, and kept up, as they went along, so tremendous a fire against the batteries, that French officers who had been present at Austerlitz and Jena, declared, after the surrender, *que la cannonade* in those battles had been a mere *jeu d'enfans* in comparison. Yet, what was, after all, the effect produced on the defences of the place by this fire, so formidable, to judge by the sound alone? We who write can answer the question with some accuracy, for we went along the entire of the sea-line on the very next day, being, we believe, the day of the capitulation, and found no part of the parapet injured so as to be of the slightest consequence, and only one solitary gun dismounted, evidently by the bursting of a shell, which could not, of course, have been thrown from the line-of-battle ships.

As a contrast to the feeble effect produced by so large a naval force against land batteries, we must here mention the result of another action fought in the same river at a later period of the war: it serves strongly to illustrate what can be done by good artillery against even first-rate ships. The small army that, under Lord Lynedoch, advanced toward Antwerp early in 1814, established a post in a bend formed by the Polder-tyke, at some distance below Lillo. The place is called Fort Frederick, though showing no appearance of fortification beyond the barely visible sites of two embrasures; one of these was at a right angle with the course of the river, whilst the other looked diagonally up the stream. A long eighteen-pounder was placed in the first, and a five-and-a-half inch howitzer in the second. From this post the French determined to dislodge us; and, on a very fine and calm morning, an eighty-gun ship dropped down with the tide, and anchored near the Blanders shore, about 600 yards from the British battery: by her position she was secured from the fire of the eighteen-pounder, and exposed to that of the howitzer only. As soon as everything was made tight, her broadside opened; and if noise and smoke were alone sufficient to ensure success in war, as so many of the moderns seem to think, the result of this strange contest could not have been long doubtful; for the thunder of the French artillery actually made the earth to shake again; but though the earth shook, the single British howitzer was neither dismounted nor silenced; and, though the artillerymen could not, perfectly exposed as they were, stand at their gun whilst the iron hail was striking thick and fast around, yet no sooner did the enemy's fire slacken for a moment, than they sprang to their post, ready to return at least one shot for eighty. This extraordinary combat lasted

from seven o'clock in the morning till near twelve at noon, when the French ship, having had forty-one men killed and wounded, her commander being in the list of the latter, and having besides sustained serious damage in her hull and rigging, returned to whence she came, without effecting anything whatever; for the howitzer was not dismounted, the fort was not injured, and the British lost only one man killed and two wounded.

True it is that ships may, when there is a sufficient depth of water, approach so near to the batteries as to prevent, by the heavy fire they bring to bear upon a single point, the landmen from working their guns; but this can only be effected when batteries are *à fleur d'eau*, or very nearly so, and when the guns are either *en barbette* or in embrasures; for when the works have any elevation, the ships must take so distant a range in order to bring their guns to bear, as to render their shot of very little avail; when, on the other hand, the batteries are provided with traversing carriages, as is now generally the case in sea defences, the men are perfectly secure from all danger, except the little that may be apprehended from spherical shot, as long as the rampart remains standing. And to batter down even an ordinary rampart with the artillery of a fleet seems to us next to an impossibility, when we recollect the long and well-directed fire, constantly striking from a short range on the same spot, that was required to breach even the rickety walls of some of the Spanish fortresses. A ship of war brings, as we have said, a much greater body of fire to bear upon a single point than what a land battery can return from an equal front, yet is the loss which a ship is liable to experience from the fire of the small number of battery-guns far greater in proportion than any that can be produced by its own superior artillery, as was fully exemplified by the action between the French eighty-gun ship and the single British howitzer mounted at Fort Frederick. Every shot that strikes a ship occasions some mischief; whereas a hundred shots may strike a battery without producing any effect whatever. Another striking instance of this relative power of ships and batteries happened on the coast of Corsica early in the revolution war, when a Martello tower, armed with a single long gun, foiled the efforts of two British seventy-fours during an entire day, and was reduced at last only when a carronade, that Sir Sidney Smith had landed, opened upon it from the top of a neighbouring height.

How, then, it will be asked, are the many victories gained by our fleets over land defences to be accounted for? By circumstances, and by the conduct of our seamen, whose bravery naturally commanded success whenever it was within their reach, and who not unfrequently wrung it, by mere excess of daring, from the fears of their astonished and intimidated adversaries. Naval and military operations present but too many occasions, when both sailors and soldiers are forced to set the ordinary calculations of probability at defiance, and trust to daring and to fortune alone for success; but for governments to fit out expeditions on such a principle would be the height of reprehensible folly,—criminal, as an avowed game of hazard with “dice of human bones,” in the government of this country, so amply provided with the power of placing the fair means of success at the disposal of brave men.

As the destruction of the Danish sea defences by Lord Nelson, and the attack of Algiers by Lord Exmouth, are frequently quoted to prove the prompt success that generally attends naval expeditions, we must say a few words to show the true bearing of both those operations.

Lord Nelson never fired a shot at the town or fortifications of Copenhagen; he destroyed a line of block ships, prams, and floating batteries that defended the sea-approach to the town; and the Crown Prince, seeing the large and comparatively rich capital of his small and not wealthy country laid open to the fire of the British fleet, was glad to conclude an armistice, and finish a war, the object of which was neither very popular nor well understood. What the result of an action between the defences of Copenhagen and the British fleet might ultimately have been is, therefore, altogether uncertain; but it is certain that Lord Nelson's presence of mind alone saved an English seventy-four from being destroyed by the fire of the Three-crown battery, within range of which the ship had unfortunately got aground. The bombardment of Copenhagen by Lord Nelson, as the decisive victory of the 2nd of April is generally styled, is, therefore, like most of the other oracular phrases of the day, a mere combination of words without the slightest meaning.

The attack of Algiers by Lord Exmouth is another of the instances so exultingly appealed to in order to show what fleets can effect against batteries; and yet it is but little to the purpose, unless to prove what may be accomplished by fleets against towns exactly so circumstanced, placed, and governed. Algiers is situated on an amphitheatre of hills sloping down towards the sea, and presenting, therefore, the fairest mark to the fire of hostile ships; it contained, at the time of the British expedition, the wealth, the arsenals, and all the sinews of the Dey's power; and it was natural for a despot so placed to purchase a peace the moment he saw the foundation of that power falling to pieces along with the crumbling ruins of his town, stores, and arsenals. But Amsterdam is in no danger from a naval attack, and the unroofing of a few houses, in so secondary a place as Flushing, need, in no respect, influence the conduct of the Dutch government. The severe loss sustained before Algiers must also be taken into account, because it was inflicted by mere Algerine artillery, and was much inferior to what may be expected from a contest maintained against batteries manned by soldiers, well instructed by officers of skill and science, not only in working the guns, but in the endless duties of detail necessary for keeping the whole of an artillery *matériel* in a proper state of formidable efficiency. That there may have been some French or Italian renegades at Algiers is possible; but to instruct and discipline a strong corps of artillerymen, and to keep an entire train of guns in perfect working order, is something far beyond the power of a few unsupported adventurers.

We must conclude this most important subject, to which, at the moment of writing, we cannot do anything like justice, by a very brief sketch of the forts in the Scheldt, such, at least, as they were during the British occupations of Flanders in 1814 and 1815. Flushing is the first fortress that a fleet would have to encounter on entering the river: it mounted, in 1809, at the time of its capture by the British, 80 heavy guns along the principal sea line: these were all on traversing carriages, and, consequently, secure from the fire of the shipping, as was fully ex-

emplified when Sir Richard Strachan's eight sail of the line failed, as we have seen, to make any impression upon them. Besides this principal line, there are, or were, two insignificant outworks, one above the other, below the town, each of which had a few guns bearing upon the river; but what the numbers were we do not recollect. The batteries of Catsand, situated on the opposite side of the river, are at too great a distance to occasion much molestation to a fleet attacking Flushing. But what could be gained by cannonading this unhappy town? A few houses, no doubt, might be unroofed, but, to say nothing of red-hot shot that would certainly be used in a protracted contest, no fleet could possibly remain exposed to the fire of so formidable a range of batteries as the sea-line of Flushing presents, for the length of time it would require to demolish the ramparts, and to silence the guns of the place. And what could result after all, even from so mighty and resplendent an achievement? Would the destruction of the sea-wall of Flushing induce the Dutch government to forego any really national object they might have in view? The very idea is ridiculous.

Above Flushing, and at the southern extremity of the island of Beveland, is Fort Batz, commanding the entrance of the main branch of the Scheldt. This place was not armed in 1809, but is of considerable strength, and being well garrisoned and provided with artillery, was successfully defended in 1814. It could not prevent ships from passing; for, with a leading wind, vessels remain too short a time within range of batteries to suffer much from the effects of their fire. But, on the other hand, ships could not take the fort, and its destruction, if practicable, would lead to nothing, for it is of no value except as a defence to the Scheldt. Passing Batz, we next come to Fort Lillo, once so celebrated in our naval and military annals. This fort alone could present no effectual obstacle to ships of war determined to ascend the river, for the works have no elevation, and the guns, though heavy and numerous, are all in embrasures, so that a plentiful shower of grape would probably drive the artillerymen from their posts; but in regard to Fort Liefkenshof, situated on the opposite side of the river, the case is very different, for the principal battery there, erected after the expedition of 1809, is casemated, on the plan of Montalembert, so that the guns and artillerymen are completely protected as long as their stone walls remain standing; and what fleet could tarry to demolish them? The lower battery, however, is *à fleur d'eau*, and as the guns are *en barbette*, it could, of itself, offer no very formidable resistance. For reasons already stated, we believe that ships, having wind and tide in their favour, might even pass between these two forts, but they certainly could not do so without sustaining a very severe loss,—a loss that, added to what must have been suffered in passing Batz and Flushing, would be conclusive as to the result of any action fought against a place of such strength as the citadel of Antwerp, aided by the works of the *Pete-de-Flandres*, and commanded by so able and resolute a soldier as General de Chassé. What the present state of all these works and forts may be, we are unable to say, but in 1815 they were sufficiently formidable to set the efforts of any fleet completely at defiance; and, from the character of their governor, we can easily suppose that they have not been allowed to go to decay.

In considering this subject it must also be recollected that the phlegma-

tic courage of the Dutch particularly suits them for the defence of batteries, where perseverance, without any very great active exertion, is the principal thing wanted; and as the sailors of Holland invariably fought their ships with great gallantry, we see no reason why soldiers of the same nation should not perform the easier task of fighting the guns of their forts with equal resolution. We have here spoken very briefly and imperfectly of an attack *de vive force* alone; what the result of demonstrations and blockades might be we leave to the conjecture of those who may be disposed to plan such efficient and formidable operations.

DUNDAS'S ASSIMILATION OF CAVALRY AND INFANTRY TACTICS.

WHEN the modern system of tactics, introduced by Frederick the Great, was first embodied and explained by the military writers who undertook that task towards the close of his career, it unfortunately happened, as will frequently occur in such cases, that instead of taking those enlarged views of the King of Prussia's tactics, by which alone justice could have been done to the subject, the greater part of these authors entered into the matter with a spirit of pedantry and military quackery, which led them into idle theories and indifferent trifles unworthy of the principles they attempted to elucidate and record. The great and leading feature of the Prussian manœuvring was extreme simplicity, by which they not only attained very great confidence and facility in occupying ground, and executing their formations, but also were enabled, as a natural consequence, to perform operations of that kind in the face of the enemy, in half the time formerly considered necessary. Impressed with just admiration of the results, but quite mistaking their true cause, a host of tacticians poured forth their laboured treatises, in which they laid down the most minute and complicated details, pretending that in these perplexing labyrinths were contained those consummate rules and that sound practice which had raised the name of the Prussian Monarch so far above his contemporaries and antagonists, many of whom would have been considered as first-rate commanders in any age and under any circumstances.

The work of Von Saldern is a remarkable instance of the utter misrepresentation of the tactics of the great Frederick, and yet it was this very work which Sir David Dundas translated literally, and which for many years went solely by his name in our army. The "Principles of Dundas" have, as an expression, acquired a sort of talismanic authority, and are not unfrequently quoted and upheld by those who least understand what they mean.

Instead of the mere translator of the ill-digested and confused treatise of Saldern, one would almost be led to imagine that Dundas had been the author and inventor of the system to which the great Frederick owed so much of his glory. No doubt there are to be found in Dundas most of the leading principles of the tactics of the Seven Years' War; but the same may be said of every European military regulation compiled since that period. In proof of this, nothing is more common than to hear some of our officers, whose desire of improvement has led them to attend the camps of exercise abroad, declare, when they return, that they saw nothing new in the manœuvres, as regarded principle, and that, with

slight variation of detail, the French and Prussian movements are of the same nature as ours. Why, so they must be, of course, unless universal peace were to last for centuries, and so prevent hostile nations from that comparison of each other's efficiency in the field of battle, which gradually and necessarily operates to produce an approximation in their respective systems.

Because we find in Dundas, that "when the right is in front, the left is the pivot," we are not to suppose that he was the discoverer of that or other equally general maxims, as many of his prejudiced admirers would almost venture to assert. No system of regulation ever needed so much commentary and explanation as Dundas's; and, consequently, Egerton's library has for years overflowed with "Elucidations," and other works of that description. The authorities, convinced by the testimony of the most experienced officers of the Peninsular war, perceived at length the necessity of a revision, and began, accordingly, by submitting the "Infantry Regulations" to correction—a task less well executed than it ought to have been, because undertaken by an individual, who although possessed of much talent, yet, from anxiety for its completion, had not sufficient patience to refer his alterations to thorough and frequent trial before final adoption. "Dundas's Cavalry Book" still remained untouched, although infinitely more full of defects than that of the infantry, for some years longer. All practical men have admitted that nothing can be more essentially different than the movements of cavalry and infantry, and for the best of all possible reasons—namely, that on service, and at all times, except on the parade ground, the two arms are as distinct in their employment as they are different in their nature. The one is equally capable of attack and defence, while the other has neither power, nor indeed safety, except in the attitude of attack. The infantry can adapt their formations and movements to every species and variety of ground, and can surmount obstacles impracticable to cavalry; while the latter, on the other hand, have the advantages of rapidity in passing over such country as is accessible to them, and in obtaining surprising results, when the celerity of which they are capable is combined with steadiness, and judiciously applied. The infantry, whatever may have been asserted, contrary to all experience, of their inability to resist mounted troops, are able at all times to defy the efforts of cavalry, unless their squares are first seriously shaken in their order by the fire of artillery. Cavalry have no such defensive strength at all, but are perfectly helpless and defenceless except when in motion. But the most important distinction, among many others too tedious to enumerate, is the constant liability of cavalry to fall into confusion even at the very moment of success, and the infinite difficulty of restoring anything like order when that has once occurred. Whole regiments of infantry may be rallied after defeat, or collected after pursuit, in less time and with less exertion than a single squadron of cavalry: and so well aware of this were our best officers of that arm at the close of the war, that the Duke of Wellington's Orders upon Reserves of Cavalry, issued during the time of the occupation of the French frontier by our Contingent, were hailed and accepted by them universally, as a standard rule for the guidance of this branch of the service.

To persist, then, in attempting assimilation of commands and movements of cavalry and infantry is a pedantry one can hardly understand,

nor are the arguments by which this conceit has been supported worthy of a moment's consideration, when fairly weighed in the scale of common sense with what we have been saying of the incongruity of the objects and powers of the two arms. Indeed, the only one of those arguments which has ever deserved notice is the proposition, that by assimilating the details, you will have infantry and cavalry officers equally capable of commanding either on an emergency. But on what occasion in the late war would it ever have been advisable to lay hold of a captain of grenadiers, and mount him on horseback, to replace a wounded squadron officer? or where could the least good have arisen from dismounting a dragoon officer to take the command of a company marching into action, who had just lost their own captain? Why, in either case, the men of the squadron or company would have infinitely more confidence in their youngest officer, or even non-commissioned officer, than in the interloper thus suddenly placed at their head.

And as to this assimilation system being of any assistance to a general officer, when in command of corps containing both arms, it can equally be shown that his acquaintance with the detail by which the troop and company perform their individual parts of the regimental evolution or formation, is very immaterial, because the less he personally directs that detail the better. The regimental commanding officer is the proper organ by which the general of brigade communicates his intentions, and will, at the same time that he is better understood by his own subordinates, be more competent, from habit and practice, to ensure the correct accomplishment of the superior officer's object, than any personal interference on the part of the latter, whose attention, if diverted to such matters, could not be given to the general result.

It is somewhat singular that those very theorists who have so contended for the assimilation of cavalry and infantry details, yet have never thought of proposing any such attempt with the artillery. Yet, certainly, it is far more necessary for general officers to be well acquainted with the difference of range, capabilities of motion, and other details connected with the employment of guns, than it can possibly be for them to enter into the minutiae of company and squadron drill. Want of acquaintance reciprocally with the latter, never led any cavalry or infantry officer into difficulties on service, or caused danger to the troops under their orders; but there has been more than one occasion (which it would be invidious and needless to point out) where the neglect of superior officers, in not making themselves acquainted with the ordinary principles of the artillery service, has produced unfortunate results which might have been avoided. But with cavalry and infantry the case is different, and the superior officer has only to give his orders distinctly as to the positions he wishes his troops to occupy, with reference to the ground, or the orders he may himself have received, and it is for the regimental commandants to execute the detail of execution of the movements. For instance, if he wishes two or three regiments of cavalry to form contiguous columns in rear of the infantry, he has only to signify that intention, leaving it to the subordinate commandants to determine whether the three wheel right or left to march into column, which squadron each regiment is to form upon, and the like arrangements, dependent on his own general direction.

Having, then, endeavoured to show that there is no advantage to be

gained by assimilating cavalry and infantry tactics, let us now examine whether no positive and serious inconveniences may not have arisen from it. In Dundas's, or to call things by their right names, in "Saldern's Regulations for the Cavalry," which have only recently been revised, many such inconveniences and many gross errors may be discovered, entirely attributable to the attempt at making the cavalry move on the same system as the infantry.

The wheeling back and dressing back of infantry is accompanied with no difficulty whatever. The foot soldier steps back with the same facility and regularity of motion that he advances, nor is any sinew or muscle exposed to a greater strain or exertion than usual. How different is the operation of reining-back in the cavalry! There is not a riding-master but will admit that the most difficult part of a horse's training for the ranks is the "reining-back," and more especially in that circular direction necessary for one of the flank horses in each "Three" when put about. And not only must the horse be thoroughly governable in this particular point, but unless his rider is equally well instructed in conveying to him, through the medium of the bridle and pressure of the leg, those conventional signs which he has been taught to obey, not only will the movement be performed ill, and with danger of injury to the adjoining files, but the horse will, by the awkwardness of the rider, actually lose part of that education upon which so much pains has been bestowed, and will retrograde, both in the delicacy of his mouth and in his general docility. Further than this, place the best-trained horse and best rider in deep heavy ground, and the operation of reining-back, however carefully performed, must always be attended with extreme fatigue, and an unusual strain upon the hocks, which is so often the cause of curbs and other sorts of lameness. It is hardly credible that, with the knowledge of these palpable facts familiar to every horseman, whether military or not, the late "Regulations" did not contain a single formation from column into line (except the mere wheeling into line) in which one or more of the half-squadrons had not to rein back as a necessary and essential part of the movement.

Again, because it belonged to the nature of the infantry movements that the company officer should frequently change his flank, the same was thought equally easy for the commanders of half-squadrons, which, when the column was in motion at a rate more than double the march of infantry, could only be accomplished by sweeping round the rear at full gallop, because the depth of the two ranks, nearly seven yards, made the distance full fourteen yards more than the width of the half-squadron, whatever that might be; whereas the comparatively small depth of two ranks of infantry (not above a yard and a half), and the slow rate of their march, makes the change of flank a matter of perfect facility to the company officer.

The fire of infantry makes it necessary that the officers should be posted either in the ranks, or in rear of the battalion; but what reason was this for putting the cavalry officer in the ranks also, instead of in front, which is the post where he can best manage his men, and which had been allotted to him in our own as well as in all European services, previous to the introduction of Dundas's book?

To instance one more erroneous and inconvenient principle for which the cavalry are indebted to the assimilation system, let us investigate the

355
UNIT, MT
1832 (11.5)

methods of wheeling which have been prescribed in consequence. Because the wheeling flank of the company cannot accelerate its pace beyond the full stride of the outward man, it was necessary that, in columns moving at half or quarter distance, the inward man, instead of remaining stationary, should, in his own person, describe a small wheel in order to get off the ground where he was standing, and where his remaining fixed would impede the next following company in its regular march,—for this reason, the “moveable pivot,” as it is called, was prescribed in the Infantry Regulations of Dundas*.

* If the cavalry service, one would incline to think that, as the wheeling-flank can so greatly increase its pace by the rapid trot or gallop of the horses upon that flank, “the moveable pivot” might be dispensed with altogether; and, certainly, this supposition is borne out by the undoubted fact, that for those two whole years during which Sir H. Vivian’s book was in force, the cavalry did move and execute every possible description of march or formation without any other method of wheeling in open column than that upon a halted pivot, nor does it appear that any commanding officers found either difficulty or inconvenience in the practice. In the new Cavalry Regulations, compiled by the board of officers assembled for several months last year, the moveable pivot is again restored, and is laid down and explained exactly in the words of Dundas, who, in his desire of assimilation, contrived to make the moveable pivot of cavalry extremely perplexing and difficult; for, losing sight of the great principle of all wheels, namely, “the eyes being cast towards the outward flank while wheeling,” he entirely disturbed and set aside this fundamental rule, in his explanation of the moveable pivot for cavalry, by saying that, whether the column changed the direction of its march to the right or to the left, still, during the wheel of each half-squadron, the eyes were to remain constantly directed to the pivot-flank, whether the wheel was made to the pivot hand or to the reverse hand. Now what is the consequence of establishing, or rather attempting to establish this? Why, that you have several different wheeling principles, which not only every officer, but every individual soldier in the ranks, must perfectly understand in order to have the wheeling at all steady and uniform. This is best illustrated by example, and we will therefore take the case of a column of half-squadrons, or troops, as they are now more properly called, marching right in front, with all eyes of course to the left (pivot) flank. Suppose this column ordered to change direction at right angles to the left; the men of each troop, on arriving at the wheeling point, cast their eyes to the right (outward flank), till the completion of the wheel, when they again look to the (left) pivot-flank of the column. This is a simple and correct principle, familiar to both officers and soldiers. But suppose the column desired to make this change of direction to the left, at an angle less than a right angle, and by wheels on a moveable pivot, the men are in such case required to deviate from the general rule of looking *outwards* while wheeling, and are expected to remain with their eyes to the *inward* (left) flank throughout the operation of the wheel. Again, suppose the column to change its direction presently afterwards to the right, on a moveable pivot, the instruction of

* In Sir H. Torrens’s Regulation, as regards a column at full distance, the name only of moveable pivot is preserved, for the inward man is merely told to *mark time*, which is, except as to preservation of the cadence, exactly the same thing as standing still.

the soldier is reversed afresh, and he must now look to the *outward* flank the same as in wheeling on a halted pivot, because the *left* is the pivot-flank of the column. His perplexities, however, do not end here; for it is also Dundas's rule for the moveable pivot of cavalry that, whether the pivot of the column be the wheeling-flank or not, it is never to alter its rate of march, but the wheel is to be accomplished, or rather shuffled through, by making the reverse flank *increase* its pace if the change of direction be to the left, but *slacken* it if to the right (we suppose the column right in front). Now this slackening of pace sounds easier than it really is; for, in practice, it is found that a troop wheeling in this manner does not clear the ground in sufficient time, on account of the great depth of two ranks of cavalry, and that the wheeling-flank *must* quicken its pace. It is very doubtful, practically speaking, whether the moveable pivot is necessary as a distinct principle for cavalry; if, however, it be so, surely it is a pity to make it so very various and complicated. The Prussians make no difference between the moveable and the fixed pivot, except that the inward flank describes a small sweep round the point where the wheel is made, the eyes being cast to the outward flank as usual; and this is also in fact the present system of our infantry.

So long a discussion of the principles of wheeling may, perhaps, be pardoned by the reader on the ground that it has of late been so much argued and considered by regimental officers. The absurdity of assimilating cavalry movements to those of infantry, was the principal object of this paper, which it is now time to bring to a conclusion. Our army have long since discovered that it is not necessary to be born a German for an officer to form opinions upon tactics, and that military pedantry is a very different thing from military science. The art of regimental and brigade movement, which was before the Peninsular war considered the peculiar province of adjutants and staff-officers, is now equally accessible to all; and many of our subalterns, both infantry and cavalry, can now change the front of a regiment with perfect readiness and confidence,—an advantage for which the army is indebted to several judicious General Orders within the last ten or twelve years,* and especially to the admirable system of field inspection carried on by Sir C. Grant and Sir H. Vivian, in the cavalry, and by Sir H. Bouverie, Sir E. Blakeney, Sir T. Arbutnot, and other excellent inspectors, in the infantry. To these distinguished officers we owe the abolition of the field cards, drawn out in all the pride of red ink, with each movement numbered in its regular succession, as it had been practised preparatory to the day of review for weeks beforehand; and no regiment can pass their inspection now without the officers individually being subjected to public trial of their competence for command of the regiment or the company, according to their standing and rank in the corps. The effects have been beyond measure beneficial, not only to the efficiency of the regiment in the field, but also to their interior discipline, from the necessary confidence and respect entertained by the soldiers for officers whom they (and who are such critical judges?) know to be well and minutely conversant with all their duties, whether of interior discipline or as regards movement in the field, as well as actuated by feelings of honour and pride in their execution.

W.

* * The variance is chiefly in terms, and might be reconciled by understanding the phrase "assimilation" to mean a *corresponding improvement* of the two arms, and a general compatibility in manœuvre.—Ed.

ON THE OCCULT PRINCIPLE.

"Verum, ut opinor, habet novitatem summa, recensque
 Natura est mundi, neque pridem exordia cepit :
 Quare etiam quædam nunc artes expoliuntur,
 Nunc etiam augescunt, nunc addita navigiis sunt
 Multa."

THE scientific inquirers of all countries have long been tantalized by the singular effects of Magnetism, Electricity, and Galvanism,—weird sisters, whose source is equally mysterious, powerful, useful, and incomprehensible! Practising upon either of them, is like handling a Chinese puzzle, which we know can be unravelled, but the difficulty is, how to do it? Fortunately some of the most accomplished philosophers of the day are bent upon detecting the clue; and we are persuaded that splendid discoveries await him who, in experimenting, will duly reason on each result of the investigation. Nor can we be too thankful to Oersted, Arago, Herschel, Faraday, Babbage, Ritchie, Ampère, Barlow, Christie, and others, for the interesting facts which they have recently elicited; because the intimate connexion of those subtle elements has been so clearly identified, and established, that the veil which hides their origin is about to be torn away. In the mean time, we submit a sketch of the state of our present knowledge of those interesting branches of mechanical philosophy;—those who have not attended to the details, may deem this course acceptable,—those conversant with the phenomena, can consider it in the light of a Laputan flapper.

ELECTRICITY, though it has been of less practical utility to mankind than magnetism, has made a greater and more rapid progress as a science. It is an unknown and wonderful agent of attraction, repulsion, light, and shock, by which nature seems to carry on some of her most important operations; and it was supposed to have been first indicated by the properties of amber, whence the name. Several of its peculiarities have been known for ages, but the grand development of its power is a work of modern days; and it is a gratifying fact that electricity has been completely organized by the Royal Society, whose Transactions contain all that we are acquainted with upon the subject. It is true that many ingenious foreigners have laboured in this vineyard—but being mostly honorary fellows of the above-mentioned society, they have communicated their experiments through the same channel.

The discoveries upon electrical friction by Hawksbee, led to those of Gray, Dufay, Desagulier, and Watson; yet these investigations produced only amusing and popular exhibitions, until Dr. Franklin entered the arena. This keen-sighted and sensible philosopher, who was certainly one of the most remarkable men of the eighteenth century, reduced, by facts and sound speculations, the various phenomena to the system now usually called the Franklinian Theory. Nor was it in mere chamber-study that his celebrity as an electrician eclipsed that of all his contemporaries; for though the identity of the common electric fluid and lightning had been previously suspected, it was reserved for Franklin to demonstrate it, and to point out a method of putting the hypothesis to test. The experiment was first tried and its truth partly verified in France; but the Doctor had obtained decisive results before

the success of his contemporary had time to reach him, and thus completed the requisite proof. His first idea was to erect an iron rod on a high tower, in order to extract a portion of the electricity of the passing clouds; but it occurred to him, in 1752, that the same might be performed by means of a common paper kite, only affixing an iron point to its upright stick. Seeing a thunder-storm approach, he went into the fields with his simple apparatus, and caused it to ascend by a string to the end of which was attached a key, and from the key there passed a silken cord to his hand. He took it for granted that as soon as the string was wetted by the rain, it would conduct the electricity to the key, from which, by taking sparks, he could easily verify his doctrine. He was accompanied by his son, to whom alone he communicated his intentions, dreading, probably, the sneers with which ignorance bespatters unsuccessful experiments. For some time, no sign of electricity appeared, though a very promising cloud passed over the kite. The experimenter was beginning to despair of the fate of his theory, when, with an exquisite sensation of delight, he perceived the fibrous down of the string to start upright, and presenting his knuckle to the key, he was gratified with a strong spark! His feelings in that proud moment cannot be better told than by himself; his emotion was so great, that he heaved a deep sigh, and felt that he could willingly have died!

The identity of lightning and electricity being thus established, repeated sparks were drawn from the key, a phial was charged, a shock given, and all the usual electrical experiments easily performed. This important result—which, by suggesting conductors to protect houses, afforded an useful deduction from the science—was still further confirmed in the same year, in England, by that excellent mathematician, Mr Canton, whose successful investigations had placed him in the highest rank of electricians, and whose mode of determining the quantity of electricity accumulated in the Leyden phial, bore, as Priestley observes, 'a near affinity to that of Dr. Franklin.' The death of poor Rickman, in the summer of 1753, has been erroneously imputed to a repetition of this experiment. The indefatigable professor had constructed an apparatus, in his chamber, for measuring the strength of the electricity in the passing clouds. It consisted of a metallic rod, fixed in a glass vessel, with a graduated quadrant. This was called the gnomon, and was connected by means of a chain totally surrounded by electrics, with a metal rod passing through a perforated bottle, and fixed upon the roof of the house. On the fatal day, the philosopher was examining the gnomon, when a tremendous thunder-clap alarmed all Petersburg, and Mr. Sokolow saw a globe of fire leap from the rod to the professor's head, who was instantly killed.

Notwithstanding that the Franklinian theory is satisfactorily established, and that electricity has even been enlisted for medical purposes, there are very different opinions respecting its nature. By some, the virtues are supposed to depend on a single subtle fluid in excess in bodies that are positively electrified, and deficient in those said to be negatively so. Others suppose the phenomena to be produced by two different fluids, called the vitreous or positive, and the resinous or negative; while a third class regard them as affections or motions of matter, or in exhibition of attractive powers similar to those that produce chemical combination and decomposition, but usually exerting their

action on masses. The belief, however, of all electricians, as to the fluid, *sui generis*, being inherent, to a certain extent, in all substances of nature, whether solids or fluids, animate or inanimate, is unanimous.

Among the received conditions is, that, when two light substances receive the same electrical influence, they repel each other; but when one of them is acted upon by wax, and the other by glass, they attract each other. Metals are intermediate bodies, whence alkalis receive electricity from them, and consequently become positive; while acids communicate electricity, and necessarily become negative. It is said that, in the Polar Seas, it often happens that light is elicited by the shocks of masses of ice; and the effect of the common experiment of opening two laminæ of mica in the dark is well known.

Metals readily transmit electricity, the quantity of which seems only to be limited by their fusibility, or volatilization by the electrical heat in its passage through them; and the result of all experiment shows that electricity is not expended in shocks, nor is the time in which its effects take place at all sensible,—a discharge through a circle of four miles having been found to be quite instantaneous. But though opposing ideas exist as to the cause of this great subtlety, the consequences are so sure and well known, that he is a poor operator indeed who cannot produce them.

The light emitted by the electric spark is the excited consequence of rapid motion or sudden stroke, and conveys no proof that the electric principle itself is luminous*. Whatever may be the nature of electricity, it is clear that it produces on the containing bodies, as well as on those which it traverses, a repulsive force, which can become extremely energetic; and, by the laws of mechanics, we may conclude the velocity of its transmission must be immense. From this excessive velocity, and great repulsive force, Monsieur Biot supposes the air to be compressed to the point where the disengagement of light begins, and that thus the electric spark is excited; and this is assuredly more philosophic, and less hypothetical, than the conclusion that the electric principle is a modification of heat.

In concluding our definition of electricity, we will cite the lively words of Dr. Franklin, in 1748: ‘Chagrined a little that we have hitherto been able to produce nothing in this way of use to mankind, and the hot weather coming on, when electrical experiments are not so agreeable, it is proposed to put an end to them for this season somewhat humorously, in a party of pleasure on the banks of the Skuykill. Spirits, at the same time, are to be fired by a shock sent from side to side through the river, without any other conductor than the water,—an experiment which we have some time since performed, to the amusement of many. A turkey

* The consequence of a sudden stroke upon flowing water is curiously exemplified in the labyrinth of cylindrical pipes with which that fluid is supplied to the “Modern Babylon.” If a cock is suddenly turned, it occasions a re-action throughout the whole range of communication; and if the stream is rapid, and the stoppage made very suddenly, a distant pipe may even be broken—as we have seen performed on a large model. Taking advantage of this quality, there is a gauge fixed in the office of one of our water companies, by which a clerk at the desk can observe when the cocks, however distant, are running, and consequently how much water is drawn off. It merely consists of a glass tube, over a pipe connected with the level, in which water is seen in the lower part. On the stopping of a cock, the water flies suddenly up, and splashes the top.

is to be killed for dinner by the *electrical shock*, and roasted by the *electrical jack*, before a fire kindled by the *electrical bottle*; when the healths of all the famous electricians in England, Holland, France, and Germany, are to be drunk in *electrified bumpers*, under the discharge of guns from the *electrical battery*.*

GALVANISM, or the electricity evolved by the contact of two pieces of metal—such as copper and zinc—is a science of our own day: for which we are indebted to one of the philosophers and *ranaphagi* of Bologna, since the simple fact that sourness had been tasted, by placing a piece of lead, and another of silver, to the tongue, forty years before, should not be allowed to rob the scientific discoverer of his laurels. From the astonishing effects of this new agent on the animal muscle, it was called animal electricity; but the name of him who detected it has been more properly retained. This interesting branch of physics has not only introduced vast changes in the chemical department, from the occult agency of certain metals with different fluids, but has also considerably altered the views of philosophers, respecting the nature and properties of the supposed electrical element itself. The experiments of Galvani were eagerly repeated; and Volta presented the world with a new engine of power, in his well-known pile—a machine which, with the English galvanic trough, gave birth to the powerful batteries of Sir Humphry Davy and Mr. Children. These two are particularly cited, because they demonstrated that the quantity of electricity increases with the size of the plates, while its intensity increases with the number of pairs; and also the grand development, that galvanism decomposes all compound bodies, as well as that the decomposition takes place in a certain determinate manner*. For duly estimating the potency of this grand auxiliary to chemical analysis, it may be added that the Davy battery is composed of two thousand double plates of copper and zinc, each four inches square; and with this we have seen platina wire instantly made red-hot in the full glare of day. That of Children is upon another principle: it consisted of a few plates, but their size is six feet in length, by two feet eight inches broad—each presenting a surface of thirty-two square feet. They were placed in twenty-one cells, the united capacity of which amounted to nine hundred and forty-five gallons; and all the resources of science and art were in requisition to complete the circuit, and ensure a perfect contact. This battery, as a source of heat, surpassed anything ever before heard of; and the intensity of its effects may be conceived, from the ignition and fusion of metals, the burning of tin-foil and gold-leaf, and the combustion of charcoal with a degree of brilliancy which rivals the light of the sun. With this grant, the question of the steelification of iron, by means of the diamond, was decided; and in the experiment it was found that the iron was instantaneously converted into blister-steel, and the diamond powder had disappeared. The heat thus produced by the passage of electricity through conductors is referred to the resistance it meets with; and it is found that the heat is in some inverse ratio to the conducting power.

* Sir Humphry Davy asserted, that the wonderful instrument of Volta had done more for the recondite chemico-physical sciences than the telescope for astronomy, or the microscope for natural history. Sir R. Phillips, whose profundity of talent is only equalled by his modesty, laughs at the weak inventions of philosophers—defines electricity as a mere mechanical accident of the air; and galvanism, he says, is but “accelerated electricity.”

In our ignorance of the properties of galvanism, it was a practice to fasten ships' bottoms with iron bolts and nails, under a copper sheathing. Every one knows that the galvanic action produced by the union of these two metals causes destruction. What the loss may have been to the nation from this source can never be told, unless the shades of those who have foundered in *missing* ships could be summoned; but we have seen several instances of the danger of so ruinous a practice. We were once under the necessity of condemning a very beautiful schooner, at Tripoli: she had fortunately brought the officers and crew into port safe, but, on examination, we found her fastenings worn to the size of straws, and they fell out as the copper was removed. A still more recent instance is before the public, in the fate of the Doris frigate, which apparently fine ship our friend Sir John Sinclair was obliged to quit, in South America, from rot engendered under precisely similar circumstances. On considering these facts in their converse position, and from the known axiom that the action of chemical bodies on each other may be modified or destroyed by changing their electric states, Sir Humphry Davy suggested the application of a negative power to preserve the copper sheathing of ships; and he conceived, that by properly placing a proportionate quantity of iron, it would prevent the corrosion of the copper, and, by the noxious properties of its negative electricity, keep the whole surface clean. As the rapid decay of this expensive sheathing is an object of solicitude to the government, the Admiralty ordered trials to be made; and through the facilities afforded at the dock-yards, Sir Humphry was enabled to conduct all the preliminary experiments for establishing his principle on a very extensive scale; but on fitting the Howe, Samarang, Blossom, and other ships, the anticipated effects were not fully realized, and barnacles, zoophytes, and grass, were found adhering to the iron oxide which the galvanic process had evolved—though not to the extent which was industriously bruited abroad. In the very last conversation we had with the illustrious proposer, he was still confident in the efficacy of his preserving means, but was shaken in the hope that the magnesia deposited in the action of negative electricity would destroy animal and vegetable life, and thereby keep a ship's bottom free from shell-fish and weeds. However, some time hence, when all the effects of alloyed nails, mixture of qualities in copper, and other postulates of the question, can be reduced to demonstration, the application of protectors may become a national object.

The statics and dynamics of electricity, by which the laws of its equilibrium and its motion had been considered, received additional light, and greater theoretical certainty, when its chemical action was discovered. But practical galvanism was for some time confined to popular experiments, the principal end of which was to detect a medium for restoring suspended animation; and from its convulsing the dead frogs at its accidental discovery, it was gradually practised upon dogs and other animals. We well remember, that about the period we were first quitting the blandishments of home to encounter what followed,—a rascal was executed for drowning his wife and child in a canal. As gentle of this caste are passed over by "*vota publica*" to the gentlemen of the faculty, when the law has had its course, it was thought a favourable opportunity of exercising the galvanic powers,—especially as Aldini, the nephew of Galvani, happened to be in London.

On the first application of the process to the face, the jaw of the dead criminal began to quiver, the muscles were horribly contorted, and one eye actually opened. The corpse was then made to raise and clench his right hand, his legs and thighs were set in motion, and it appeared to the spectators that the excitability of the frame was so acted upon, that the wretched man would leap up alive. Another application of this principle was in an amusing toy, which was thought to embrace all the requisites of the far-famed "perpetual motion." It was ascribed, and we believe most justly, to De Luc; but the invention of the one which we examined at Verona, was claimed by the watch-maker who showed it to us. It consisted of an electro-galvanic apparatus, containing a slender pendulum, suspended at the middle between two columns of a foot in height, composed *voltaiically* of thin leaves of metal with alternate paper: one of these columns is electrified positively and the other negatively, so that the pendulum is alternately attracted and repelled, thus keeping up the communication between the columns, and carrying off the successive accumulations of electricity. It had been in motion upwards of three years; and he had even applied one to a clock, but the variations induced from atmospheric and other causes, altered the rate more than half an hour in the course of the day, and the number of vibrations per minute were too irregular to admit of practical utility.

A theory has obtained, according to which the galvanic fluid owes its properties to caloric as well as to electricity; the former predominating in proportion to the size of the pairs of plates,—the latter in proportion to their number; being, in both cases, excited by a powerful acid. By others light and heat are considered as the cardinal ingredients, and the electric principle the mere agent of its distribution in animal and vegetable life. This is slippery ground. In the present state of human knowledge, the mysteries of organization cannot be satisfactorily discussed; but, nevertheless, we must here quote an interesting passage from that intelligent and acute writer, Sir J. Herschel.

"The benumbing effect of the torpedo had been ascertained to depend on certain singularly constructed organs composed of membranous columns, filled from end to end with laminæ, separated from each other by a fluid; but of its mode of action no satisfactory account could be given; nor was there any thing in its construction, and still less in the nature of its materials, to give the least ground for supposing it an electrical apparatus. But the pile of Volta supplied at once the analogies both of structure and of effect, so as to leave little doubt of the electrical nature of the apparatus, or of the power, a most wonderful one certainly, of the animal, to determine, by an effort of its will, that concurrence of its conditions on which its activity depends. This remained, as it probably ever will remain, mysterious and inexplicable; but the principle once established, that there exists in the animal economy a power of determining the development of electric excitement, capable of being transmitted along the nerves, and it being ascertained, by numerous and decisive experiments, that the transmission of Voltaic electricity along the nerves of even a dead animal is sufficient to produce the most violent muscular action, it became an easy step to refer the origin of muscular motion in the living frame to a similar cause; and to look to the brain, a wonderfully constituted organ, for which no mode of action possessing the least plausibility had ever been devised, as the source of the required electrical power."

This curious physiological fact, combined with other remarkable effects of the influence of electricity on the nervous system of animals, occasions our amiable philosopher to suggest:—"If the brain be an electric pile, constantly in action, it may be conceived to discharge itself at regular intervals, when the tension of the electricity developed reaches a certain point along the nerves which communicate with the heart, and thus to excite the pulsations of that organ."

MAGNETISM is that hidden quality or constitution of a body, and its pores, whereby it is rendered magnetical; and it has been defined as one of the imponderable substances which does not affect irritability, sensibility, or influence chemical actions; but recent results prove the last suspicion to be more than doubtful. Nor do we altogether advocate the first part of the definition: although it may be difficult to prove the materiality of the electric principles, in their galvanic and magnetic relations, it must not be forgotten, that in all the phenomena of their equilibriums and motions, they act exactly as two fluids would do, whose particles would mutually repel each other, and attract those of the other fluid reciprocally as the squares of the distances. If this sensible and ponderable constitution be allowed, the consequences become so mechanical as to admit the application of mathematical reasoning, to precise anticipation. Geometrical analysis has also had similar success with that mysterious and beautiful property—polarized light. In a more practical view, magnetism is the property which certain metallic bodies possess, of attracting and repulsing substances of the same nature with themselves. Of these we, till lately, knew only of iron, nickel, cobalt, chromium, and titanium; and as the four last are difficult to procure in a pure state, experiment has been almost confined to the first. The skilful inquiries of Mons. Arago have, however, decided that these are not the only species of matter apparently affected by magnets: his researches extend this quality under certain modifications, to all metallic substances. We will defer our remarks on the practical uses to which this valuable property has been applied, until we have shown how completely it is blended with those which we have just described. Indeed, as it will be seen that the intensity of magnetism is directly as the quantity of electricity employed, it may even be questioned whether it has any real existence as a distinct agent.

The intimate connexion of electrical and magnetic attractions had long been suspected by philosophers, and was practically, though vaguely, known to sailors, by the effects of lightning upon ships' compasses. But it was reserved for M. Oersted, about a dozen years ago, to determine the interesting problem, and give to experimental science one of its proudest triumphs. This philosopher discovered that a wire conducting an electric current was, during the interval of transmission, in a state of magnetic induction; and in investigating the reciprocal action, galvanic needles, both dipping and horizontal, were constructed, which possessed all the properties of the usual magnetic needles. This important result attracted general attention; and we shall not readily forget the satisfaction we felt, on first witnessing magnetization on the electro-dynamic principle,—nor our surprise at the curious right-angled property between the current and the magnetic action, by which the beautiful experiment of the rotatory cylinder is

performed. Still it was seen, while the agent of the one acts instantaneously, that of the other requires *time* as an essential element of its induction; and it was further contended, that while all the phenomena of magnetism were induced by electricity, yet no electric phenomena had ever been produced by magnetism,—facts which were considered unfavourable to identity of cause and intimacy of effect. But this last hold of the incredulous has been surrendered, and another link added to the chain of continuity by which all the works and operations of nature are so admirably bound. The promulgation of electro-magnetism in 1819 was followed by the researches of Arago, and the theory of Ampère; and many of the experiments, especially those relating to the influence of rotation, were repeated by Messrs. Herschel, Babbage, and Christie. But till the talent, assiduity, and fertile genius of Mr. Faraday were enlisted, every attempt to obtain electricity from the obdurate magnet was foiled. From the time that magnetism had been induced by voltaic electricity, it was natural to expect that electricity could be induced by magnetic influence. The solution of this problem had been attempted by MM. Fresnel and Ampère, but without decided success. To Mr. Faraday we are indebted for having obtained, and pointed out the method of obtaining, decided effects of voltaic electricity in metallic conductors, by the influence of *permanent* and *temporary* magnets.

If a piece of soft iron be placed in a spiral conducting voltaic electricity, the iron will be converted into a temporary magnet. If, on the contrary, the ends of the coil be connected with the cups of a galvanometer, and the soft iron converted into a temporary magnet, either by a real magnet or an electro-magnet, the needle of the galvanometer will be deflected at the moment the magnet is being made or destroyed. Rotatory motion is *induced* by many of the experiments, and in others *elicits* electricity; it may be even inferred, that the rotation of the globe itself induces electric currents in its own mass, so that if one set of conductors could be applied at the equator, and another set at the poles, negative electricity could be collected by the former, and positive by the latter. The immediate connexion with the earth is shown by a new electrical machine, consisting of a copper-plate revolving in any direction, except perpendicular to that of the magnetic dip, and in perfect communication with the earth. This electricity, indeed, as well as the voltaic, is less intense than the true, and acts rather by undulations, showing itself chiefly at the instant when the line of communication is broken; but having a new field, we have probably not yet learned the best means of obtaining it.

Electric currents appear to flow in a perpendicular direction to the line of motion in the body from which it is elicited, and hence it is inferred that owing to the earth's motion from W. to E. electric currents flow from the equator to the poles. "Reicerring," says Mr. Faraday, "to the pole of the magnet as the centre of action, if all the parts of the metallic conductor move in the same direction, and with the same angular velocity, no electric currents are produced; but if one part cut the magnetic curves, while another part is stationary, or if the motion of the whole be in one direction, but its angular velocity relatively to the pole of the magnet be different, then, in either case, currents will

be produced ; the maximum effect taking place when different parts move in different directions across the magnetic curves."

These are the general principles on which the whole of Mr. Faraday's experiments are founded. He has succeeded in getting electricity from revolving plates of metal, when acted on either by magnets or by the magnetism of the earth, and has thus explained the whole of the magnetic phenomena arising out of M. Arago's splendid experiments ; and he is the first who obtained a *spark* from a temporary magnet, made so by an electro-magnet. The existence of the electric current in a magnet had been clearly testified by its action on Schweigger's "Multiplier," and in exciting agitation in frogs ; but the eye of sense, by this triumphant result, now seized what had hitherto been confined to the eye of science.

The Signori Nobili and Antinori, following out the ideas of Mr. Faraday, also obtained a spark from a temporary magnet, made so by a real or permanent magnet. Mr. J. D. Forbes, a short time afterwards, obtained the same thing from a large natural magnet. We must here take occasion to state, that Mr. Faraday obtained his luminous spark so far back as Nov. 1831 ; the Signori Nobili and Antinori, seeing the experiment detailed in a letter written by the discoverer himself to M. Hatchette, excited a spark from a permanent magnet on the 31st of January, 1832, and published their success in the *Antologia*, bearing the date of November, 1831. "It is evident," says Faraday, "the work could not have been then printed ; and though Signor Nobili, in his paper, has inserted my letter as the text of his experiments, yet the circumstance of the back date has caused many here, who heard of Nobili's experiment by report only, to imagine his results were anterior to, instead of depending upon, mine." That the clever and covetous writer in the *Lyceé* should wish to rake up all the laurel he can for his Gallic brethren is natural enough ; but the ignorant eagerness with which our press lends its aid to rob our own philosophers, and deck foreigners with the spoil, is both absurd and contemptible.

At a party where we lately saw Mr. Faraday striking out sparks in great abundance from his gigantic magnet, every attempt at igniting gunpowder failed. Since then, we are informed that Dr. Ritchie, by the application of a simple mechanical arrangement, has succeeded in exploding a mixture of oxygen and hydrogen gases by the spark so obtained, and has thus rendered it a simple and satisfactory experiment. To voltaic electricity this gentleman has made some important additions. He has proved that all substances conducting the same quantity of voltaic electricity have the same power in deflecting the magnet, and has even succeeded in making a hollow column of water revolve round the pole of a magnet. He has also established a new theory of the voltaic battery ; and has proved, both by reasoning and direct experiment, that the power of a battery is directly as the square root of its length. These views open a wide field for future inquiry.

Again we find the importance of circular form or rotatory motion, in Dr. Ritchie's experiments for obtaining the voltaic electricity : for, instead of the two metals which have been hitherto deemed the *sine qua non*, it may be obtained from one, provided the two ends of the same copper wire be coiled into helices of different diameters. It is true that

the voltaic is found to differ in many results from the true electricity: thus the two elements of a decomposed substance are found at the opposite poles, if affected by galvanism; but if by electricity, they are developed at the same. Yet, if an overpowering attraction in one of the metals for any one of the elements of the substance under operation (such as that of zinc for oxygen, in operating on water) be avoided, the electro-magnetic effects may be obtained without any chemical decomposition. A piece of charcoal was made to revolve while transmitting voltaic electricity round the pole of a magnet.

Such are the wonderful results which have been brought forward in a few years; and we cannot but think, with Sir Humphry Davy, that "when the new analogies between magnetic and electric action, established by these phenomena, are considered, there is much reason to hope that they may be ultimately referred to the same cause with chemical affinity, and possibly be found identical with the general quality or power of attraction of gravitation."

(To be concluded in our next.)

OLD ENGLISH ARCHERY.

"The white faith of history cannot show,
That e'er a musket yet could beat a bow."

ALLEYNE'S *Henry VII.*

WE live in times of portentous and innumerable changes, and in which a year witnesses more fluctuations in the opinions of mankind than were produced in a century in the ages of yore. The science of war, either afloat or on shore, has not been exempt from this spirit of change; and it would baffle ingenuity to conjecture what alterations may be produced, even in a few years, in military and naval warfare. The application of steam alone may effect a greater revolution in naval battles and manœuvres, than the discovery of gunpowder with the invention of artillery and small-arms produced in the military tactics of the middle ages.

At the beginning of the last century, an English writer, forcibly recommended the use of shields by both cavalry and infantry; and the breaking of our lines by the Highlanders with their targets and claymores in 1715 and 1745, had nearly produced the adoption of shields in the service. Even recently, the disorderly hordes of Pindarees received the points of our bayonets in their targets, and, closing on us with their rapiers, they broke our lines and did great execution. In attacking towns and entrenchments in Egypt, Bonaparte repeatedly found the shield and scimitar an overmatch for the musket and bayonet; and at Acre, Sir Sydney Smith confirmed the statement, though the French grenadiers were led to the assault by Lannes, until whose death Ney was not glorified with the title of "the bravest of the brave."

A few years ago, a Mr. Mason wrote a plausible and ingenious eulogy upon the revival of the long-bow and pike in the British army; and,

although we do not mean to contend for the practicability of this change, we are convinced that it cannot appear more absurd to military men, than many of our recent improvements appeared at the time of their being suggested. The introduction of the rifle and of rifle-exercise was at first held in great contempt; and, absurd as they may now appear, we doubt not that the long gun and cross rests, with many other contrivances of the French in their expedition to Algiers, may be successfully introduced into our service. We were slow to introduce the lance and cuirass; and although Napoleon ridiculed the bows and arrows of the Cossacks, he did it with an ostentation calculated to create a suspicion that he had found the weapon not altogether so impotent as he pretended. Many French officers, after the Russian campaign, bore testimony to the great utility of the bow in cases of ambush and desultory surprises of small bodies of men, particularly at night.

These, we must confess, very desultory reflections have been thus loosely thrown together upon our reverting to the apparently incredible, yet well-authenticated records of the power of the long-bow in the hands of the English yeomanry in the middle ages. It is curious to reflect upon the national pride of our forefathers in this truly English weapon, as well as to trace the eulogies upon our archery from Roger Ascham and Woods, to the reign of Charles I., when our writers so heavily bewailed the gradual decline of the old weapon, and prognosticated the infallible ruin of old England from the degeneracy of her sons in resorting to fire-arms.

Whatever opinions may now exist upon the impotent nature of the bow and arrow in comparison to musketry, in its present state of perfection, there can be no doubt that the former weapon was infinitely more powerful than the matchlock gun, or than any species of fire-arms, except cannon, when they were first introduced. It is difficult, therefore, to account for the disuse of what had been the boast and safety of our country, from the conquest to the early part of the reign of Charles I., when our army presented the motley appearance of archery and fire-arms, complete armour, half armour, and buff jerkins. The accuracy and range of the arrow fully equalled the present most perfect practice of the rifle, and it greatly exceeded it with respect to rapidity of discharge. In the early part of the reign of Henry VIII., it was still the opprobrium of an archer if he shot a single shaft during a battle without killing or disabling his enemy. Let us compare this with Marshal Saxe's calculation upon the efficacy of the musket. Marshal Saxe estimated that in no case did more than one ball in eighty-five take effect, and that at the battle of Tournay not more than one ball in four hundred was calculated to have killed an enemy; and we leave it to military men to say whether the lead "shot from the deadly level of a gun" has been made more deadly since the tactics of Marshal Saxe. The disuse of the long-bow, therefore, is scarcely to be accounted for. An archer was deemed disqualified for service if he could not fire twelve unerring shafts in one minute. This, if we take the accuracy of their fire (for we must be allowed the term) into consideration, will make the practice of musketry appear contemptible.

The data respecting archery, with which our black-letter authors abound, have led Mr. Mason, and very many writers, to argue for the revival of the bow, and to suppose that archery will at length supersede

the use of the musket. They forget, however, one insuperable objection,—that the bow can be used, in the style of the old English, only by those who have been physically adapted to it, or rendered competent to it by an education or training from early infancy.

With the exception, perhaps, of the Lasso, the history of man furnishes no example of a dexterity or force being acquired, by early training, equal to that which our yeomen of old possessed in the use of the long-bow, compared to what can be produced by our strongest men, now that the early practice of the bow has been discontinued. We imagine that it would be utterly impossible for any man, not trained and practised from early infancy, to compete with the Peons of South America in their apparently miraculous use of the lasso. A parallel instance of the efficacy of early practice has been exemplified in the use of the bow. The attitude of the bowman, which, by constant practice, greatly aided the powerful discharge of the shaft, became, even before adult age, a second nature, and the muscles of the hand, thumb, and wrist, and of the arm, shoulder, and breast, acquired an extraordinary size, and strength by being repeatedly exercised in the same position and action. We think it is Woods, who, in his "*Bowman's Glorie*," written in the reign of Henry VIII., declares that the archer is a Sampson in his right arm compared to the wielder of the battle-axe, and handler of the pike and spear. A remarkable illustration of this point was afforded very early in the last century. Topham, the modern Sampson, whose feats of strength surpassed anything on record in the ancient or modern world, (vide "*Hutton's History of Derbyshire*,") once laughed to scorn an old archer, perhaps the last of his race, who boasted that he still retained the power to draw the long-bow to the full extent of the cloth-yard arrow. The old archer performed the feat, whilst his antagonist, to the astonishment of the bystanders, could scarcely bend the bow by one-half.

It is obvious, therefore, that unless a conviction of its great superiority to the musket, or of its great utility in certain circumstances, should produce a training to the bow from boyhood, it is a weapon that never could be revived. All speculations upon its future utility are, therefore, idle; but it is extremely interesting to trace the history of this once-dreaded weapon; to their superiority at which our ancestors attributed their victories at Cressy, Poitiers, Agincourt, Flodden-field, the Pinkie; and, indeed, to which they attributed almost all their military glory, and even national independence.

The long-bow was introduced into England at the invasion; and to this weapon was the Conqueror indebted for his victory at Hastings, which made him master of these fair realms. From this period the English adopted the long-bow as their national weapon, and they conceived the strongest antipathy to the cross-bow, as well as to the universal practice of drawing the shaft to the breast, instead of towards the eye, or rather ear, a mode of shooting never used among ancients or moderns in any part of the world, except by our "*men in Kendal green*."

The youth of the kingdom were trained, under very severe penalties, from the age of seven: the bow was to be of the length of the boy, and the arrow half the length of the bow; nor was the pupil deemed an adept archer till he could shoot the shaft twelve score yards at an elevation of 45°. The test of good archery with Edward VI. was, that a

hundred of his youth in rank should send at one discharge their hundred shafts clear through an inch board of heart of oak, at the distance of point blank shot, or two hundred and forty yards. This was the minimum of military archery with youth, and compared to which the discharge of musketry is absolutely contemptible.

The Welsh archers were equally formidable with the merrie men of old England; and in an attack by the Welsh upon a body of Englishmen in the reign of Edward I., it is recorded that the Welsh killed their enemies through doors of oak four inches thick, and that they nailed the knights to their horses, piercing the body of the rider through his armour, and the horse through his saddle.

It was at the battle of Falkirk, in 1298, that the power of English archery became supreme. Edward I. interspersed his long-bow men among his other troops of every description, and the battle was little less than an unresisting slaughter of Wallace's best warriors. At the battle of Flodden-field, the Scotch monarch, enraged at the slaughter of his troops, directed sixty of his bravest knights, in Italian armour, to rush upon a body of English archers, and at the first discharge every knight was killed by an arrow through his body.

At the great battle of Halidown Hill, Earl Douglas made a similar charge, at the head of eighty knights and gallant gentlemen; but ere they reached our ranks every cavalier and horse was slain or mortally wounded; and the historian relates that the best armour was pierced through, and few of the knights were pierced by fewer than five shafts. If we reflect that the breast-plate (including, we suppose, the back) weighed 52lbs. of well tempered and well wrought iron, we may form an idea of the prodigious force of the long-bow. The Scotch were deplorably deficient at the bow. They shot at only 180 yards, and even considered one hundred feet as point-blank distance; and yet ten thousand bow-men, chiefly Highlanders, are said to have attended James III. at Bannockburn, where, probably from treachery, our archers were useless.

Of such sterling stuff was our *archerie* composed, and in such request were our bow-men as auxiliary troops, that we find Edward IV. lending a thousand archers for service in Burgundy, and Richard III. lent one thousand to the Duke of Bretagne, at 6d. per diem each man. The English prejudice against the cross-bow was confirmed by the battle of Cressy, at which the French had 15,000 cross-bow men, and all of whom were destroyed by comparatively a handful of English long-bow men, amounting to only 2800 men. At Poitiers, our long-bow men are stated at the same number of 2800. The victory of Agincourt was principally attributed to Sir William Orpington, who lay in ambush with two hundred long-bow men, who so galled the French horse, that they cast their riders, and opened their ranks, so that the right wing of the English horse had way to come up: 10,000 of the Frenchmen were slain, and of which only 1600 were common soldiers. Hence, when Henry VII. ordered a levy of 1488 choice archers, he issued a proclamation against the use of the cross-bow, 'because the long-bow has been much used in this our realm, whereby honour and victory has been got against our outward enemies, the realm greatly defended, and much more the dread of all Christian princes, by reason of the same.'

Elizabeth appears, by her proclamations, to have encouraged archerie with great zeal; and about this period the long-bow was at its highest reputation with our yeomanry. Roger Ascham glories in the weapon, and taunts the Scotch upon our arrows keeping their bill-men and spear-men at bay. Sir John Heyward attributes all our glory in battle to the bow; and the same strain was followed by Sir Thomas Smith, and again by old Ascham, in his *Toxophilus*. Camden says, 'Among the English artillerie, archerie challengeth the pre-eminence as peculiar to our nation;' and Heyward says, 'Here were boys so desperately resolved, that they pulled arrows out of their flesh, and delivered them to be shot again by the archers on their side.' Fortescue was full of English pride in the prowess of our yeomen archers.

The cross-bow, however, was not in total disuse. It is mentioned as of great service against the Irish in 1172; and a right goodlie display of 400 cross-bow men, at a pageant in Hyde Park, is mentioned in the reign of Henry VIII., and at which 4100 long-bow men were exercised. Notwithstanding the proclamation of Henry VII., we find that the Countess of Kildare's favourite amusement was the killing of stags and wild animals with the cross-bow. At a subsequent period the use of this weapon in field-sports was one of the most polite of accomplishments; and a youth who could not bring down a bird on the wing by a bolt from the cross-bow, was deemed 'no gentleman,' or ill-bred and uneducated. Popes had some repugnance to the use of this instrument; and the Council of Lateran, in 1139, decreed, '*artem illam mortiferam, et Deo odibilem ballistariorum et sagittariorum adversus Christianos et Catholicos exerceri de cetero prohibemus*.' Our lion-hearted Richard totally disregarded this decree, and employed cross-bow men in his army; and when he was killed by a cross-bow, his death was attributed to an interposition of God, for his contempt of God's Vicar, the Pope. The cross-bow was used in our armies as late as 1627.

P. de Comines, speaking of the military power of England, France, and Scotland, lays it down that 'the might of the realm of England standeth on her archery;' and it is curious to trace the excessive fastidiousness and care of our ancestors with respect to this weapon.

Edward IV. directed that the long-bow should be made of 'cwyte, wyche, hazel, ash, awburn, or reason tree,' but the cwyte (yew) was the preferable wood. The string was to be made of hide, gut, horse-hair, woman's hair, hemp, silk, or flax. The bow was directed to be of the precise height of the archer; and one of six feet long was the maximum of power. Edward III. permitted an importation of 500 white bows and 500 painted bows, and 500 bundles of arrows. Special privileges and exemptions from impost were granted to merchants who, amidst their cargoes, imported good bows and arrows, and there are numerous decrees respecting waxing and casing the string, notching the bow, painting the centre, &c. &c.

But an anxious care was bestowed on the arrow. Its length was to be exactly half that of the bow. The feathers were not to be plucked from the goose, but were to drop from the bird at between the age of two and three years. Two of the feathers were to be light, or gray, and from the gander, whilst the third (always placed uppermost in the act of shooting) was to be dropped by the goose. The feathers of

peacocks and pheasants were used, but only in sport, and by ladies or the dandies of the court. The arrow was pointed with flint or steel; and the punishment was severe if the king's proclamation were violated in any of these respects.

The sheaf was directed to contain twenty-four arrows, weighing from twenty to twenty-four drops, and eight arrows of a lighter description, meant only to gall the enemy, to provoke them to charge or come within the range of the cloth-yard shaft, which could pierce even Milan armour, supposed to be the most perfect of all, and invulnerable, except to the English long-bow.

Archers were always used as light troops, and they were armed with gloves, bracers, light swords, bucklers, dirks, and long malls or clubs, five feet in length, and loaded with lead, to knock in the head the enemies they might surprise. Richard III. placed his archers in the centre; but the principle in general was to place them on the wings.

Such was the archery of old; and this species of force was in use two hundred years after the invention of gunpowder. Charles I. issued his proclamation in favour of archery, and his council of war determined upon the system of uniting the bow and pike. The Earl of Essex, in 1643, levied regiments of archers; and the brother of Charles I. was specially educated in the use of both the bow and gun.

To attain this perfection in archery, the practice of the yeomen, from the age of seven or even earlier, was incessant. Every Sunday, fast-day, and feast-day, they were compelled to shoot at the butts, and great trials of skill took place in every parish, upon anniversaries which specially related to it. It was illegal, and what was perhaps worse, it was disgraceful, to shoot at a less distance than 220 yards. After this compulsory shooting, the men were allowed to shoot for sport at the popping-jay, or at any ludicrous effigy; and a favourite sport was to bury a goose in the turf, and to shoot off its head the instant the creature in its struggles raised it above the surface. Every parish was compelled to have its archery ground; and in London the king and his family mixed in the sport, and bestowed mock titles or real rewards upon the victors. The first queen of Henry VIII. gave gold and silver badges and solid coin to the best archers, and Prince Arthur and bluff Harry dubbed the victors, Marquis of Finsbury, Duke of Shoreditch, Marquis of Islington, according to the place at which they won their laurels. The titles, with liveries of purple, scarlet, &c. were enjoyed only one year.

Sir Walter Scott, in his *Ivanhoe*, and throughout his works, has well illustrated the almost incredible strength and accuracy of our archers, particularly in the border warfare. The practice of taking off the leaders of an enemy's force, and of destroying small bodies of cavalry by bush-shooting, appears to have been carried to a great length. The number of horses picked off by the bow-men, in cases of retreat and pursuit, seems to have been very great; and it was a point of pride in certain cases, to shoot the arrow through the cuish and thigh of the horseman, and through the saddle, and thus kill the animal and prevent the further resistance of the rider.

The longest shot upon record was that of the Lancashire archer who shot his shaft a mile in three shots. This has been nearly equaled within these few years. A Turkish ambassador in London discharged

an arrow 480 yards, and a Turk at Athens shot his shaft 584 yards, which is only three yards short of one third of a mile.

One rather dangerous sport of yore was to fire the arrow so close to the ear of a person at a distance that the whistling of the shaft might make, according to Henry VIII., a strange and pleasant sound. We doubt if the *morale* of any modern troops, not even of English infantry, could stand against a flight of such fatal, unerring, and *visible* weapons as the cloth-yard shaft. The inspiring sound of the musket, and the cover of the smoke, would be wanted, and fortitude, untutored to the crisis, would be vain.

It was a test with our archers to send the cloth-yard shaft, at 220 yards' distance, through an oaken plank, from one to three inches in thickness, and to lodge the arrow in a board placed many yards in the rear. To lodge one arrow in the clout (a bit of white cloth put for the bull's eye), and to split the head of it at the second shot, was a common feat; and we frequently read of shooting off the prickles from thorn bushes as feats of rustic skill.

The arrow that deprived Philip of his right eye was marked with the object at which it was successfully aimed. Domitian used to amuse himself by shooting the arrow between the fingers of boys in the circus, who were made to hold their hands against the target for marks of the Emperor's skill. The Emperor Commodus had a pastime of transfixing the wild beasts at the moment of their seizing upon the criminals who had to fight them in the arena; but the greater boast was to cut off the head of the ostrich, the quickest of living things, in its most rapid career. Zosimus and Q. Curtius bear testimony to similar examples of skill; and we may quote the better known, but more disputed, history of William Tell and the apple. The American Indians that used to resort to Charleston, in South Carolina, once a year, for their donation of blankets, &c., for small pieces of money or a glass of rum, would exhibit their wonderful skill with the bow and arrow, which, however, were very small. Putting a coin of the size of a sixpence edgeways in the bark of a tree, they would retire backwards till the coin was invisible to a European, when they would let fly the arrow and never fail in splitting the coin. The animal senses of savages are acute beyond the conception of men in civilized society.

The Parthians, by archery, annihilated a Roman army, at a time when the Romans were at their zenith with respect to military discipline, military equipment, and the general science of war. Many of the greatest victories of the Athenians were attributed by them to their superior use of the bow. Although Scipio Africanus, Suetonius, Herodian, and others, bear testimony to the power and efficacy of this great arm of war, it is certain that the Romans never considered bowmen but as the canaille of their armies, the "food for powder"—"*sagittarii pauperes et juvenes*"—whom they sacrificed at the onset. The Egyptians, Ethiopians, Persians, Scythians, Greeks, and particularly the Greeks of Asia Minor, had a different estimate of the sagittarii; and the loss they inflicted upon the Romans often proved the sound judgment of confiding in this powerful missile.

Had the use of archery been continued in modern Europe, there can be no doubt that the bow and arrow would have been much improved. Our best bows were of the yew; but our want of intercourse with other

countries kept us ignorant that bows could be made of silver, steel, the horns of the buffalo, the antelope, of the mountain goat, and of other animals, as well as of numerous sorts of wood once unknown to Europeans. The Chinese use a bow weighing nearly seventy pounds; and the Arræi of Thrace had arrows of nearly eight feet long. The Arabian arrows were longer than the old English cloth-yard, and were shot with great accuracy, though they were 'unwinged,' or without feathers. The mode of using these immense bows was to place the lower end on the ground opposed to the foot of the archer.

That other modes of throwing arrows than from the bow would have been adopted is evident, for the Roman catapultæ used to throw immense arrows, as well as stones weighing thirty-six pounds, to the distance of half a mile.

The art of barbing or pointing the arrow is much dwelt on by our ancestors. The practice of poisoning the point was learnt from the Saracens, in the crusades; but it does not seem to have prevailed much in England, for we learn by our old records, that where the enemy was not killed immediately by the arrow piercing a vital part, he usually died of tetanus, occasioned by the time that the wound was allowed to remain in the wound, or by bad surgery in extracting it. The dreadful efficacy of reed arrows, filled with poison, and discharged from a tube, was learnt in the East by our crusaders; but probably the general use of armour in Europe prevented the adoption of these murderous weapons.

The art of making fire-arrows—quarrels, scorpions, &c.—with the composition of the Greek fire, eventually led to the discovery of gunpowder—which, however, for many ages, must have been of a most imperfect composition, and of little use; for even within this last hundred years, the powder supplied to our forces was of a description which would now be deemed unserviceable.

The old fire-arrow—the quarrel, as it was termed—with a delta or triangular head, charged with inflammable matter, was once much dreaded, and seems to have been of efficacy in setting fire to tents and buildings. Matthew Paris alludes to these when he says—'Et phialas plenas calce, arcubus per parva hastilia, ad modum sagittarum super hostes, jaculandas.' These hastilia plena calce were not, and could not be shot from a bow: they were discharged from the arcubalista, or manubalista, and often with terrible effect. In parts of Spanish America, Creole gentlemen, from mere curiosity, have kept up this art of making combustible reeds or arrows; and we have seen several that, discharged in a field of cane, or on a roof of shingle, or in any timber, would commence a conflagration that it would be difficult to extinguish. Rockets and explosive shells, or horizontal shot, are almost new amongst us, which shows that the fire of the middle ages had not been studied in succeeding times.

If the revival of the long-bow be impracticable in European armies, it is not impossible that it might be of use in some of our colonies, where we embody the natives in our service, against neighbouring tribes that may be more fierce or hostile.

D. E. W.

THE BRITISH CAVALRY ON THE PENINSULA.*

BY AN OFFICER OF DRAGOONS.

WE mentioned in our last paper, that it was our intention to omit the campaign of 1813, in which we took no part, leaving it to those who were with the army during that interesting period to relate its various affairs, many of which were so highly honourable to the British cavalry, and others which may become the theme of military criticism. We have, indeed, found it necessary to narrate affairs in which we took no part, that the continuity of our sketch might be more unbroken; but when a whole campaign occurs, no part of which was witnessed by the writer, he does not choose to enter on its details, which, he doubts not, will be taken up by able hands, perhaps by one of those gentlemen who have noticed the former papers on the British cavalry.

These notices, by the way, are something in the style of Joseph Miller's Frenchman, who boasted that the king had told him to get out of the road; but they are fair, honourable criticisms, and in answer to which we are anxious to give such explanation as is in our power. In a letter to the Editor of the Journal, dated April 12th, Colonel Badcock complains that the principal affair on the road from Nava d'Aver is omitted! This is very true; the writer was afraid to give any account of that morning's transaction but what he saw, and he had no means of knowing whether the 14th or 16th had been most employed in the charge Colonel Badcock alludes to. He has mentioned the advance of a few squadrons of French grenadiers, which were charged by a squadron of the 16th. Lieutenant Gwynne of the 14th, who was in command of a few skirmishers of Captain Brotherton's squadron, and very near the scene of action of these advanced squadrons, went in to support his countrymen, with two or three troops of the 14th, and on his return his sabre bore the marks of having done some work. At this moment, Captain Brotherton's squadron was called in. The charge of the grenadiers appeared to have had no influence on the after-proceedings, as in the *mélée*, which we witnessed on the plateau, no French heavy horse appeared. The first time the writer recollects seeing the 14th formed in line, that regiment was on the right of the Royals. He was in the interval between these two regiments when the cannonade began; the third or fourth shot struck Colonel Harvey's horse, which shortly fell. At this time, some of the French chasseurs formed in line, and there was a flourishing of swords between them and the 14th: nothing further occurred; the chasseurs probably had experienced sufficient proof of the 14th being in earnest, and the latter was in full retreat towards the new alignment. The advance, in which Captain Knipe fell, was long subsequent. The position had been occupied by the British troops; the dragoons had been placed behind the infantry, and were again brought forward in consequence of the attack upon the company of the Guards, and had continued a *long time* in advance, when a squadron was ordered to move on. That squadron, under Captain Knipe's orders, was not of the 14th, but was composed of Captain Knipe's troop of the 14th L. D. and a troop of the Royals commanded by Lieutenant Knipe, who was

no relation of the Captain, though bearing the same name. The writer would have been most happy to have borne testimony to Captain Knipe's bravery; but he refrained from doing so, as the advance in which Captain Knipe received his fatal wound afforded him no opportunity of evincing that cool determination for which he was so distinguished; but having entered upon the subject of that brave officer's character, a circumstance may be mentioned which is probably known to Colonel Badcock; viz. the grape-shot had passed through the liver, and there were no hopes of Captain Knipe's recovery; but he was so cool and composed, that far less fever occurred than could have been anticipated, and sanguine hopes were entertained that the patient might recover. After some days, his death was occasioned by an unexpected internal hæmorrhage. As the writer has no journal nor notes of any kind to refer to, he mentions details with some diffidence, although he is pretty secure as to the correctness of the facts which he gives as such. As to the cause of the advance on this squadron, we suppose it was for the purpose of threatening the French guns; but truly it was somewhat Quixotic to expect a favourable result from such an attempt. The British dragoons were about seven hundred yards from the guns previous to their advance; and when the two discharges of grape had been fired, which had very much disabled the squadron, it was still at least three hundred and fifty yards from the guns. The French covering party, which had been placed nearer the valley of the *Duas Casas*, to obtain shelter from our artillery, was probably not at so great a distance; and it was not to be expected that the numerous cavalry of the enemy would have allowed the guns to be taken by a single squadron. Immediately after the fall of Captain Knipe we were recalled.

The other writer whom I am called upon to answer is more easily disposed of. The Impartial Reporter is a right honest fellow, and wishes to give credit to as many as possible, and we can assure him that, as far as our very humble tribute of praise goes, we should be happy to bestow it lavishly. In some former remarks upon the 'British Cavalry,' the Impartial Reporter says, 'Why not mention the *Royals*?' To this we replied, 'The neglect, if such it had been, did not arise from any ill-will, as we belonged to the *Royals*.'

He now says, 'Why not mention Major Dorville's squadron?' We again answer, we belonged to that squadron; and we cannot remember its doing any deed on that day which is worth recording. We have no doubt that, had Major Dorville's squadron been the covering party, instead of Captain Purvis's, Major D. would have equally distinguished himself; but as this was the *only* charge made during the day, surely it was not invidious to single out its commander. He was called on to perform a very arduous duty, and he executed it admirably. We truly believe that Major Dorville has not a foe, least of all can the writer of this sketch be classed among the enemies of that gallant and warm-hearted officer.

It is somewhat extraordinary that, in the quotation from Sir B. Spencer's dispatch, the name of Colonel Clifton does not appear among the list of those officers to whom praise is due; and we feel confident that all who have seen that officer in scenes of danger, will be ready to acknowledge that coolness and decision are possessed by him to a very uncommon degree.

Thus might we proceed, till our sketch of British Cavalry might bear some resemblance to that most absurd of scenes—a public dinner,—where each individual is toasted in turn, and each in return expresses his surprise that an honour so great and so unlooked-for should have been conferred upon so humble an individual.

CAMPAIGN OF 1813.

The retreat from Burgos had closed the eventful campaign of 1812. The army had retired into winter-quarters on the frontier of Portugal, while the Great Captain was preparing his forces for the ensuing season, and placing every arm upon the most efficient footing. He had experienced the want of cavalry on the open plains of Spain, and steps were taken to render the cavalry force more effective, by remounts from England and by the establishment of the cavalry staff corps, which was intended to furnish orderlies for general officers, and escorts; by which duties the regular cavalry force had been much broker up. The Household and Hussar brigades, numbering 2500 sabres, were ordered from England; and lastly, three of the regiments which had suffered very severely, were ordered to give up their horses, to be distributed among the more efficient regiments, and the skeletons were sent home. This was an excellent arrangement, although it was deeply felt by many deserving officers, whose hopes of distinction on the field of glory were thus blighted.

The writer of these pages, while marching at the head of his fine troop, recollects meeting the debris of one of these regiments. The Colonel, with whom he was acquainted, possessing the keenest sense of honour, and the most earnest zeal for the service, was at its head; that officer felt that he was pushed out of the road to glory. His corps had been almost destroyed ere it had been six weeks in Portugal, by being exposed to service before it had been at all seasoned to the climate, and the men accustomed to the duties of a dragoon in the field. The meeting was a painful one, and the short conversation terminated with the Colonel's hearty good wishes, that the writer might have good speed in a contest, in which he was doomed not to take a part. We parted, probably for the last time.

Nothing can be more splendid than was the appearance of those two brigades at Lisbon. The Life Guards were in occupation of Belem barracks on the arrival of the Hussar brigade, who occupied the same barracks as soon as the Householders had moved up the country. They looked uncommonly well; men and horses were in admirable condition; it was refreshing to see the goodly cheesemonger clank through the streets of Lisbon. He alone appeared to possess as much substance as a Portuguese dragoon and his horse together. What these weighty fellows can do, let the field of Waterloo tell.

Great care had been taken of the soldiers, and they did credit to their keep. We recollect a Yorkshireman, one of a small party which had been left to give up the stables to us; he looked so rosy and healthy, that we could not refrain from congratulating him on his condition, and asking him how he lived: 'Whoy, t' officers taks good care on us;—we gets coffee at both ends; we laps broth for our dinner, wi' whine tommy and black strap.' Experience had taught us that, by bringing the horses by degrees to work under the change of climate and forage, they were kept in condition; and indeed the initiation is nearly as

indispensable to their riders. It frequently happened during the war, that a regiment was sent out in the middle of a campaign; it was desirable to have its services as soon as possible, and it was removed up the country before the horses were quite sure that the Indian corn set before them was intended to be eaten, and to stand in the place of oats, for which it is a most admirable substitute when the horses are accustomed to it. The dreadful scourge of sore back is another evil against which nothing but long experience can guard. It is scarcely known in this country; but in the Peninsula it was no uncommon sight to observe fifty or sixty sore backs under charge of the veterinary surgeon of a single regiment. As the men came to understand how the saddle should be stuffed and the blanket folded, as the horse lost flesh, the number of sore backs diminished. But perhaps time was most necessary to initiate the dragoon in the proper division of his time in performing his many duties of cleaning his horse and appointments, furnishing long forage for the horse, and food for himself. In England he had been in the habit of having those duties performed for him, or at least the arrangements for their accomplishment are so good, as to occupy very little of the soldier's time.

The two brigades above mentioned reaped the fruit of long experience, and were treated in the most judicious manner. After remaining nearly two months at Belem, they were sent into country quarters near Lisbon; and when they finally moved towards the army, it was by moderate marches, with occasional halts, by which means the hussar brigade joined the army as perfect as when it embarked at Portsmouth. It was a splendid brigade. It is now indeed discovered that light cavalry is of little use in line; that nothing will do but heavy horse. We held a different opinion at that time;—our opinion is unchanged. The hussar brigade was a match for anything that ever took the field, except perhaps the cuirassiers, for whom we have a great veneration. The only exceptionable point was indeed the sabre. We have, in a former paper, pointed out the inefficiency of the light cavalry sabre of those days. This brigade was united to Lord Wellington's army at Fraxedax, about the first week in May; and a few days afterwards the march was commenced through the *Tras os Montes*, by which the French line of the Douro was turned, after a very agreeable journey. The corps intended to act upon the right flank of the French army was assembled on the right bank of the *Esula* about the 29th of May. A body of French cavalry lay at Zamora and Toro, two considerable towns on the right bank of the Douro; but it did not appear that the enemy had taken steps to defend the line of the *Esula*. Lord Wellington, however, made such arrangements as would have ensured success, even had there been very considerable opposition to his passage of the river. A heavy battery was formed on the high ground to clear the opposite bank, while the hussar brigade, with the 51st light infantry and Brunswick Oels, commenced passing the river by a ford at day-light on the 1st of June. This ford was reported by the Spaniards to be a good one. It had not, however, been surveyed, nor had guides been provided; and when the troops arrived at the river side, there was a considerable difficulty as to what course to pursue. The morning was dark, and the river is very broad. The duty of directing the march of the troops, which ought to have been performed

by the quarter-master general's deputy, devolved upon Captain Clements of the 18th hussars, who, having examined the ford for his own information on the preceding day, now undertook, at the request of Colonel Grant, to lead the column through the waters. The darkness of the morning caused some deviation from the track of the ford, and the troops were sometimes in shallow water, and immediately afterwards found themselves in deep rocky holes, into which they were precipitated; horses and men were carried off their feet by the strong current, and taken down the stream. Each hussar crossed with an infantry soldier on either side; the hussar was thrown from his horse, but when he was thus disentangled, he scrambled to some of the shallow places, and escaped with a good ducking;—the poor foot soldier, encumbered by his knapsack, &c. was not so fortunate; about twenty of the soldiers of the two regiments were said to have perished. Had the passage of the ford been properly surveyed, no doubt the whole of this loss would have been avoided. We must not be understood to lay any portion of the blame to Captain Clements; that officer had merely examined the ford for his own information, and without any view to the performance of a duty which he was called on to perform in the default of those whose duty it was to have reconnoitred the obstacle. As soon as the leading troop had crossed the river, it proceeded up the hill by a tolerably broad road. On the top of the hill a French picket of about forty dragoons was discovered; the Frenchmen fired a few shots, and took to their heels;—away they went, the hussars after them. The officer and about thirty of his men were captured, and the few remaining reached the supporting body, which had turned out in considerable force, when the hussars retired. The hussar brigade and the infantry were now formed on the hill on the left bank of the Esia. The Peer came up, a bridge of boats was laid down, and the artillery, &c. passed over. Whilst this was going on, a party of officers had collected, when looking to the right and front we saw an officer conducting three French dragoons, each of them leading his horse, while a drawn sword occupied the other hand. It proved to be Captain Carew, of the 18th hussars, who afterwards fell at Vittoria. On being asked how he had managed to conquer three dragoons (and they were good, sturdy fellows)—‘Why, as an Irishman, I believe I must confess that I surrounded them.’

The brigade shortly afterwards proceeded on its march, and at an early hour encamped in the neighbourhood of Zamora, without anything of consequence occurring. The videttes of the French heavy dragoons were seen on the hills at the distance of about two miles. The outline of the brass helmet and switch-tailed horse reminded us of former days, and summoned many pleasing associations—we almost hailed the Frenchman as an old friend. Thus does memory gild the past; for we had seen these gentry of the casque, on many occasions, when the agreeableness of their society was somewhat questionable.

On their voyage from England, the hussar brigade had been accompanied by Captain Webber Smith's troop of horse-artillery, which we had hoped was to have remained with us; but as that officer had been furnished with nine-pounders, it was deemed impossible that they should act with light cavalry; and on the morning of the 2d of June, Major Gardiner's troop of six-pounders joined us on the march. We shortly

afterwards came in sight of the enemy. General Dejean's division of heavy dragoons was formed on the plain in the vicinity of Toro. Although it was composed of two brigades, it probably did not greatly outnumber the hussar brigade, which brought about 1500 sabres into the field. The 18th hussars were directed to turn the left of the French, while the 10th attacked in front, and the 15th was formed in column, as a reserve.

Our newly-acquired friends of the horse-artillery opened upon the enemy; and the 10th, under the immediate direction of Colonel (now Sir Colquhoun) Grant, advanced to the charge. The leading squadron upset the advance of the French, who went about. Colonel Grant did not allow the Frenchmen any time for consideration, but, continually pressing forward with the 10th, the enemy was never enabled to recover from the disorder which had been caused by the first impetuous charge of the 10th, who closely pursued him, while the 15th were retained in column ready to deploy, had Dejean been able to bring up any reserve. As this was not done, the whole honour of the day fell to the 10th, who certainly performed their duty in a most admirable manner. The pursuit was continued to a bridge, which passes a little rivulet; after which the road winds a little in ascending a hill. Had Colonel Grant now brought up the 15th, which was formed in column of troops, and perfectly fresh, he might have succeeded in nearly destroying the French division, as after ascending the hill, which was an obstacle of no moment, the road passes through a plain for about half a league, and the French dragoons were not in a state to make any effectual resistance; but as it was impossible to see any part of the country beyond the crest of the hill, and as a body of infantry might have been in attendance, which would have enabled the dragoons to form, as well as forming an obstacle to our progress, there can be no doubt that the colonel acted most judiciously in calling a halt. We had occasion to reconnoitre the French position about an hour after the action, when they had retired and taken up a line above a mile from the furthest point to which they had been pursued; and on the French extreme right, in the prolongation of their line of videttes, we saw a heavy column of infantry; but from its movements we were inclined to believe that it was moving to the support of Dejean;—indeed there had not been sufficient time for this column to have arrived at the place where we saw it without our having observed it: it might, however, have been on our line of pursuit. Hudibras states prudence to be the better part of valour: it is undeniably an admirable appendage to it. As long as the colonel saw what was before him, he acted in the most gallant manner; as he felt confident that the squadrons he saw would be an easy prey for his brigade; and having defeated the foe, and secured about two hundred prisoners, he completed his day's work most creditably; and in not risking a check, showed himself well worthy of the desirable situation he had been placed in. We do not exactly recollect what loss occurred on our part; it was very small, not exceeding twenty in killed and wounded. Among the former was Lieutenant Cotton, a very fine young man, who in the pursuit was killed by a pistol-shot; and a captain of the 10th, having become entangled with the French dragoons, was unhorsed, and carried off by them on their retreat. The 18th having to take a more circuitous route, were not able to take much share in the action.

This was a most auspicious début for the hussar brigade; and Colonel Grant had every reason to hope that, having defeated a superior force in a most distinguished manner, without subjecting his brigade to any loss, he would have been continued in his command.

The French had been taken so much by surprise, that we found the cooking kettles upon the fires, and the mess quite ready and very palatable—not the less so from the circumstances which had given it to us. In the afternoon the captain of the picket received a note from the officer who had been taken prisoner, dated from a village a short league in the front, stating the French were about to leave him there, to be hereafter exchanged, and begging that a surgeon might be sent to him as soon as the French left the town. The regimental surgeon was summoned; and soon after dark a party was sent, under charge of the writer of the memoir, to convoy the doctor to his patient. The expedition was an amusing one, although nothing occurred which is interesting in a military point of view.

On our arrival at the town, we found that the French had recently left it, and had since patroled into the place. Having posted our party as a picket on the French side of the town, we sought the wounded captain, and found him much bruised by his fall, and in considerable pain; but as the sword wounds were of a trivial nature, a surgeon was not required, and the Cædonian disciple of Esculapius was pretty considerably incensed with the captain for bringing him on so fruitless an errand, when his hands were full at the hospital. We were about to leave the room, when we perceived a paillasse in the corner, which had hitherto escaped our notice: a pelisse of the 18th hussars served as a coverlet—a little round head was upon the pillow—a wild eye, with the countenance of a deadly pallid hue, bespoke a wounded Irishman.—‘Do you belong to the 18th?’ ‘Yes, plase your honour’—(the right hand at the same time carried up to the forelock.) ‘Are you wounded?’ ‘Yes, plase your honour’—(again the hand to the head.) ‘Where?’ ‘Run through the body, plase your honour’—(we verily believe he said twice through the body, we cannot charge our memory.) ‘Are you in pain?’ ‘Och, plase your honour, I’m tolerable asy; the Frinch daacter blid me, and to-morrow I shall sec the ould regiment.’ It is needless to say that we were deeply interested in this gallant fellow, who bore his dangerous wound with so much composure; and it is a pleasing sequel to this anecdote to be able to state that he finally recovered.

Our business being finished, we withdrew the party from its post at the end of the town, and were proceeding homewards, when we heard the trampling of horses, and the sound of voices speaking in a foreign tongue. The first impression was, that we were about to encounter a patrol of the enemy. Swords were drawn, and files closed up. The adverse party approached us; the night was pitch dark, but a few lights from the houses discovered to us a party of horsemen; something white glided before them, and above this tall spectral figure there was an occasional slight gleam of light. The doctor, who, like his countrymen in general, had some vague apprehension of disembodied spirits, dreaded that some of his former patients were about to avenge his unskilful treatment—so surely do our errors come to our remembrance in a moment of alarm. Our challenge was answered in Portuguese;

and we found that our ghostly adversary was a fine tall French dragoon, wrapped up in his white cloak, pursued by a patrol of Portuguese cavalry, which found this poor fellow in the streets, he having been probably turned out of the house in which the French had left him in consequence of the maltreatment he had received from the 10th, in the morning. The Portuguese sergeant was endeavouring to cut him down, which the Frenchman avoided by stooping down and throwing up his cloak, which preserved him and frightened us. Even after we came up, the Portuguese gallantly rode at the Monsieur, exclaiming, 'Dragon infernale!' We attempted to persuade him that the Frenchman was sufficiently *kill*; but it was only by exciting his fears as to our hostility, in the event of his injuring the man, that we could rescue him; and we were only able to feel secure as to his safety by lodging the Frenchman in the same room with the captain and our dear little Green Islander, and making the Spanish host responsible for his safety. The poor Portuguese had indeed suffered severely; the French had subjected them to every indignity, cruelty, and rapine. We can scarcely blame the revenge which they were inclined to take upon the French. We returned to our stations.

RECOLLECTIONS OF A SEA LIFE.*

BY A MIDSHIPMAN OF THE LAST CENTURY.

THE narrow escape we had had from being blown up, as recorded in my last, might have afforded sufficient material for talking until our arrival in port; but we soon met with another adventure to occupy our attention.

In the mean time the safe-keeping of the incendiary was a task that promised some trouble, and there appeared no prospect of relief from the charge until we should have completed our voyage, to China, and either returned to England, or joined the fleet under Admiral Rainier in India.

On the morning of the 4th of August, as the sun rose, four sail were seen on the starboard bow. They were visible from the deck, and were evidently something more substantial than spray blown up by whales. They also kept their relative positions to each other with a degree of accuracy that excited our suspicion. Soon afterwards we could make them out to be three large ships standing to the northward. Our course lay to the south-west, so that we went on for some time crossing each other's track, but still drawing nearer. On seeing us, they heeled to the wind on the starboard tack, by which they neared us still faster.

Our business was to take care of our convoy; and if the strangers had stood steadily on the course they were steering when we first saw them, perhaps we might not have led our convoy out of their way to look after them, and we could not have left our charge for that purpose. But their hauling up to reconnoitre us, increased our desire to know something of them. By eight o'clock they had seen enough of us, or

at least they thought so, as they made us out *distinctly* to be a squadron of six sail of the line, and two corvettes. So they bore up, and made all sail directly from us about W.N.W. These movements looked suspicious, or, according to our boatswain, *auspicious*.

We forthwith put them down for enemies; but we underrated their force as much as they had magnified ours. Imagination, ever ready to be influenced by our wishes, as well as by our fears, and, in either case, to form false opinions, as also to confirm them when formed, made out one to be a frigate, and the two other ships to be large merchantmen under her convoy. Their vicinity to South America, and their standing to the northward when we first saw them, suggested that they had come from some of the Spanish ports there,—as, indeed, they had,—and that they were homeward bound. The two *merchant ships* were therefore richly-laden Spanish galleons, under convoy of one frigate. Had we known them to be three whacking French frigates, I guess there might have been some question as to the propriety of leading our convoy a dance after them. However, up helm, and away we went in pursuit, making the signal for a general chase. It was only altering the course a few points to starboard, and setting the lower studding-sails. Further signals were made for four of our five ships which sailed best, to chase the two *merchantmen* of the enemy by two and two respectively, while we directed our course towards the frigate, who showed himself to be commodore by making signals to the others.

China-men are generally but lightly laden outward bound. Our five capacious ships were little more than in ballast-trim, so that they went along at a good rate before the wind, and kept pace with our old North Sea groping sixty-four; but how we ever managed to come up with the French frigates they know best. They had been long out, and lying in the river Plata. Perhaps their bottoms were foul.

As the day proceeded, we visibly gained ground. We had a steady course to steer, nearly before a trade wind, and had, therefore, not much to do with the sails when they were once well set. A pull of the studding-sail tacks and halliards now and then, as the breeze stretched them, was all that was required; so the fore-castle was well attended with plenty of spy-glasses. Even the boatswain found time to use the little one which he kept in his pocket. All eyes were bent upon the commodore. A movement of something was seen at his mizen-peak. The glasses showed that the republican tricolor waved over her stern.

'What do you think of her now, Mr. ———?' said one of the officers who was near the boatswain. 'I thought she looked *auspicious*, sir, and now she has hoisted French colours, and that's some *sentiments* on it.'

A thorough-bred sailor, though one would not think it, when we see him in his round jacket and tarry trowsers, has nevertheless in him some latent seeds of the coxcomb; these, when encouraged by '*a handle being put to his name*,' and his jacket superseded by a long-tailed coat, show themselves in the use of '*dictionary words*,' with which his conversation becomes charged:—He 'can dispense *without* it.' 'That 'ere does not belong to my *apartment*;' and 'O, you *illiterate* booby,' to a man who is passing an errand the wrong way, &c. &c.

The '*auspicious*' tricolor waved over her stern; and seeing that we continued to gain upon her, and would certainly come up with her, she

made a signal to her consorts, who had already spread some distance to the southward. Upon their answering the signal, one of them hauled up about two points, and the other with the schooner about four points, so that they now spread fast from each other and from their commodore; while each, as they supposed, was followed by two line-of-battle-ships, who also spread fast to the southward from us, while we continued steadily to pursue the commodore, followed by our fifth Chinaman, which did not sail so well as the others, and by the two South Sea-men at a still greater distance.

About four o'clock the Frenchman tried a shot at us. It fell short. In a quarter of an hour he tried another. This showed that we gained fast upon him, for it came whack through our lower studding-sail. One chase-gun, a paltry six-pounder on the fore-castle, was now set to work, but had much better have been at rest, for in moderate weather, the frequent explosion, even from the discharge of one gun, has a very perceptible effect in disturbing the current of air and throwing the wind out of the sails, as it is called.

The Frenchman now opened a very respectable battery upon us, Two long eighteen-pounders out of his cabin-windows, and two long nines from his quarter-deck stern ports. And well they were fired;—slowly—one at a time; and evidently by choice marksmen. The next shot after that which struck the lower studding-sail, would have earned the prize for hitting the bull's eye, if our ship with her spread of sail had been a target for practice. It came in through the foot of the fore-top sail, passing the larboard side of the foremast, between it and the rigging. If it had struck the mass of rigging here brought together, (and it passed within a foot of it) the foremast would have been in some danger of going over the bows; the sail upon it must have been speedily taken in to save it, and the Frenchman would have got off to assist his friends, if he had been so inclined, and our four sail of Chinamen, line-of-battle ships as they seemed, would have been in a bad way.

But a foot of a miss is as good as a mile; and as the vital parts of a ship's rigging, or such as a single shot can do extensive damage to by hitting, do not occupy a very broad space, Mr. Clerk, in his Naval Tactics, is quite wrong in making the comparative advantage of firing at the rigging, rather than at the hull of a ship, to correspond with the proportion which the whole spread of the sails and rigging bear to the surface of the hull. Indeed, all practical men must continue to hold what he says upon this subject, and upon the advantage which ships engaging to leeward have by being enabled thereby to elevate their guns, to be utterly heterodox. Since, if ships are at such a distance as to require their guns to be elevated in the manner that this implies, to reach an enemy, they will be much better employed in keeping their men and their guns cool till they come nearer; and when ships are near enough for action, that is, when they cannot miss their enemy, every shot fired at the hull does mischief, while many may pass among the rigging and do little damage. In this case, when a gun is levelled at the hull, if the motion of the ship depresses it while firing, so that the shot strikes the water before it reaches the object fired at, it will rebound from the surface in the manner which the French call *ricocher*, and we (for want of a word) call duck and drake.

If the motion of the ship elevates the gun while firing, the shot will have its chance among the rigging. It is, therefore, only in the case of a ship endeavouring to get away from an enemy, or to come up with one that is flying, that guns ought to be elevated, and then never so much as to require the heeling of the ship to assist that elevation, which may be given them by taking out the bed and quoin. What Mr. Clerk says about the greater chance of hitting your enemy between wind and water, by guns thus elevated, is perfectly unintelligible. On the contrary, the ship to leeward evidently exposes her bottom to be fired at by the depressed guns of her opponent.

The other advantage of engaging to leeward, which Mr. Clerk mentions,—that of preventing your opponent from bearing up and getting away,—deserves more consideration. But if you go close enough to him to windward, and keep a sharp look-out upon him, and not look upon your fleet as a machine which must not change the relative position of its parts,—but, trusting that other ships of the fleet will do their duty like your own, close upon your opponent as he attempts to increase his distance from you,—he will not find it easy to do so, unless your ship be disabled; and, in that case, even if you were to leeward, he could easily pass you, and give you a raking broadside as he went by.

Our running fight went on for a good while, and, as we approached, every shot that the Frenchman fired came bang through some of our sails; while the only gun that we could bring to bear upon him, without altering our course, was the six-pounder. If the commander of this frigate had possessed any ordinary degree of shrewdness and of resolution, he would have retained the superiority he thus possessed until he either did such injury to our rigging as to prevent our overtaking him, or until we had got up with him. But while the advantage of presenting a battery to us so much more formidable than that which we could bring to bear on him became every minute greater as we neared him, instead of profiting by this advantage, and prolonging the time that he was most likely to do so, he rounded to and fired off a straggling broadside, most of which was discharged before the guns bore upon us.

While we ran down upon him, he continued to lie to, and had time to load and give us another broadside before we hauled up; but the pointing of his guns now formed a sad contrast to the precision with which the stern-chasers had been fired, and it did us but little damage.

We shortened sail and rounded to at a distance which indicated that we did not wish to blow our prize out of the water. This was not right, while his colours were flying; but we were near enough to convince him that we had a double tier of guns, and this seemed to be all that he wanted to justify his striking. Accordingly, he hauled down his colours.

The two quarter-boats and the stern-boats of the B— were now lowered, and the first lieutenant despatched with them to see that they were quickly returned with a load of prisoners; and, in particular, that all the principal officers of the Frenchman should be sent by them. Another lieutenant, with a party of men to continue in charge of the prize, was also despatched by them. As we rowed up under the stern, we read the words *La Concorde*.

This name we had heard before. She had committed great depredations on our commerce. I remained on board the Frenchman, so that

I was not present when the commodore arrived on the quarter-deck of the B——, and advanced to present his sword to our captain. The sword was politely returned to him; but the fine speech which this act was about to produce was interrupted by interrogations respecting his consorts. ‘Ce sont La Médée et La Française, frigates de la République Française.’ Our poor captain was in a sad dilemma: he had despatched his convoy in chase of two French frigates. In vain was the signal of recall hoisted. Notwithstanding the exertions made to get the French officers out of their ship as quick as possible, their desire to look after their goods and chattels and valuables made it necessary almost to use force to get them down the side; so that, when our first boat was despatched with a lot of them, including their commodore, the dusk of evening was closing in; and when it was made known to our captain that it was two French frigates of which his convoy was in chase, it was too dark, and they were too far off to see the signal of recall. Then was there a grand bustle. ‘Up boats, and make sail!’ So we were left on board La Concorde to make the best of it, with a serjeant and half a dozen marines, and about as many sailors, among upwards of four hundred Frenchmen. The B—— hailed us, in passing, to make sail and follow her.

After a good deal of jabbering in broken English on their part and desperate French on ours, we managed to get some of the more good-humoured of our prisoners to lay hold of the braces with our men. The more grumpy fellows answered our menaces with ‘Je suis Français,’ or by imprecations not to be told to ‘cars polite,’ with a due portion of grimace to confirm their veracity. By hook or by crook, however, we got our sails trimmed, so as to make a shift to follow the B——.

It was now time to look out for what was going on below. I was dispatched, with a serjeant and another marine, to see that the magazine was secure. We descended to the lower deck, where a scene presented itself that would have done credit to the lower deck of a British man-of-war, if safely moored, and enjoying the double allowance of grog that was sometimes given on the first anniversary of a victory—or during the license and jollification which prevailed on the night of the jubilee. Then was realized that sailor’s paradise which he often anticipates in his favourite song:—

“ We’ll spend our money merrily,
 When we come home from sea;
 With every man
 A glass in his han’,
 ‘And a pretty girl on his knee.”

The Frenchman was certainly wanting in this last condition of happiness; but the *eau-de-vie* had made him sufficiently merry. On every chest or table stood pots of this liquor, and around them were seated groups of Frenchmen, singing as uproariously as English sailors could have done on the most joyous occasion.

A valuable fellow came in our way at this time;—he had been a man in office under the former government, in the police department of the ship. Whether he was horrified with the violation of all those ordinances, which it had been his duty to enforce, or that he was a *rat* who wished to retain office under the new government, or whether he was really afraid of the consequences which might arise from the disorder

that prevailed, I know not; but he immediately attached himself to my party. As our first object was to look out for the safety of the magazine, and as of its place, as well as all the arrangements of the ship, I was yet in the dark, my first direction to our new ally was to conduct us to it. As we approached the fore hatchway, we perceived the source from whence all the rejoicing flowed. A stream of people were ascending from the orlop deck with full pots, and another set were jumping down with empty ones. I placed my marine to cut off the ingress of the *aspirants*, and with the serjeant intercepted those who had realized the happiness of filling their pots, and seized them, one by one, as they came up. Having no hands to spare, I was obliged to trust our new-made friend the Frenchman to empty the pots. I sent him on the main deck for this purpose, and handed them to him up the hatchway, as we took them from the disappointed possessors. Our way was thus soon cleared. When we got to the foot of the ladder, I discovered a little recess off the passage leading to the magazine, which admitted of a hogshcad of brandy standing upright in it. A door was also fitted, which made this recess a secure place to contain this cask of spirits, to be drawn off for present use: unlike the wholesome practice of the British navy, which requires that no spirits shall be drawn off but on the upper deck. Some of the crew of *La Concorde* having obtained possession of the key of this snug corner, had opened the door, and placed a large tub under the cask. The brandy was run off into the tub, and those who chose came freely and helped themselves. To enable them to see their way, a lighted candle was stuck, by a daub of grease, to a beam over the tub. The passage to the magazine within was strewn with cartridge-boxes and cartridges of powder.

My little party had now got possession of the premises, but were still pressed by 'disappointed suitors,' and the tub standing in the way of the door, prevented its being shut. This was a nuisance not easily removable. To upset the tub and let the brandy flow among the powder would have spread the danger; and if we had gone with it on deck, we must have left the cask, which was yet half full, to the mercy of new assailants;—so we were placed somewhat in the situation of the man that we have heard of at school, who had the task assigned him to carry over a ford a fox, a goose, and a bushel of oats, one at a time, and with safety to each. In this dilemma I made a compromise with the enemy. Two Frenchmen were very urgent to have their pots filled; I promised to allow them, if they would carry the tub to the main deck. I left my trusty serjeant in charge of the cask, and accompanied the tub upon deck; where, having performed my promise, I upset it in the lee scupper, and returned below. We found the key of the door, which we forthwith locked, and collecting the loose cartridges, put them in the magazine, and secured the doors of it also.

As I returned upon deck to report the completion of this duty, a large bone, not of a frog, but of a knuckle of beef, came whistling by my ear, and knocked a splinter out of the fore ladder, as effectually as a grape-shot would have done. I knew the direction whence it came, and noticed a gang of sans-culotte-looking fellows there, who had already made some offensive demonstrations, and one in particular, who I was pretty sure had thrown it; but under all the circumstances, I did not stop to make further inquiry.

Arriving on deck, and reporting progress to the officer in command, I was glad to perceive that the B—— was not far from us, and that boats were coming from her, the wind being now so light, that they could do so without stopping the progress of the vessels.

The boats relieved us of a number of our most troublesome prisoners, of whom I took care that my sans-culotte friend of the beef-bone should be one. We also now obtained a more respectable force to keep the rest in order. Our cares on board the Frenchman were much diminished by this movement; but our poor captain, who had despatched his convoy in chase of two French frigates, it may be supposed was anxious enough. Night had closed in; they were entirely out of sight, and beyond the reach of signals.

About one o'clock in the morning we heard the report of a gun, and about five minutes afterwards saw the flash and heard the report of another in the same quarter, about S.S.W. There was no more firing. Again all was silence and anxiety for the fate of our convoy.

As the day broke, we could perceive three sail in the S.W., and soon afterwards two more sail, bearing south. They were the four ships of our convoy standing towards us—the first two having in their company *La Médée*, who had surrendered to them without firing a gun. *La Française* and the schooner had outsailed the others which chased them.

• Our two Indiamen managed well to keep up the appearance of line-of-battle ships, under which delusion the *Medée* had surrendered. We understood that one of their officers having been a mate in a man-of-war, had still with him his naval uniform, and it was put on by those who were sent on board to remove the prisoners from the *Medéc*. All her officers and most of her men were brought on board and secured before they were aware that they had surrendered to two merchant ships. The officers were frantic when they made the discovery. The captain of the *Medéc*, with great seriousness, asked permission to go on board his frigate again to fight them fairly. But it is not to those who let slip opportunities of success that similar chances are again given: so the captain, if he really expected such permission, was disappointed; and his crew were safely lodged in the holds of the two Indiamen until they joined us, and we proceeded to Rio Janeiro.

• The squadron which we thus broke up had been a most destructive one to our commerce. They had been out of France about sixteen months, had swept the coast of Africa, and captured twenty-six sail of British vessels. *La Française* got back to France, but without doing any more mischief; and I had the satisfaction of being at the taking of her some years afterwards. The schooner was an American, which they had taken, for France was then at war with the United States, and they had fitted her out to assist them in their depredations.

SKETCHES OF THE WAR OF THE FRENCH IN SPAIN
IN THE YEAR 1823.

BY A ROYALIST.

NO. IV.

IN the meantime the Duke of Corneigliano had invested Figueras, and taking advantage of the abatement of the flooded state in which the river Fluvia had hitherto continued, he passed that stream on the 2d of May, with the greatest part of the 4th corps, and established his head-quarters at Bannalos. The same day, however, a deputation of the citizens of Gerona presented themselves at his head-quarters, to state that the inhabitants, harassed by the arbitrary exactions of the constitutional authorities, earnestly desired the immediate occupation of their city by the liberating army; upon which, placing himself at the head of two regiments, he proceeded without delay to take possession in person of that important fortress. In 1809, Don Marian Alvarez defended Gerona for six months against the army of the Duke of Dantzig.

The Duke of Corneigliano was received upon his entrance into the town with unbounded acclamations. The keys of the city had been presented to him at Puente Major by the municipality, who, together with the bishop, at the head of his clergy, had met him at that place. On receiving the keys, the Marshal immediately returned them to the Corregidor, in the name of his Catholic Majesty.

The passage into Spain might thus be said to be open to the advance of the 4th corps, along the low, flat, and fertile portion of the province of Catalonia which bordered the sea. But as Mina, instead of retiring before the invaders, threw himself into the mountain districts, and hung upon their flank, it was evident that a farther advance, whilst he continued to occupy this position, must render the communication with France extremely precarious. It is true that, by pushing on, the Duke of Corneigliano must soon have found himself in the line of communication maintained by the 3d corps under Prince Hohenlohe; but then there was reason to suspect that Mina might endeavour to carry the war within the French frontiers; and, as the 1st and 2d corps d'armée were deemed sufficient to execute the ulterior designs of the Generalissimo, the risk of leaving Mina unwatched seemed to counterbalance the advantages which might be expected to result from the advance of the 4th corps into the interior of the Peninsula.

In consequence, the Duke of Corneigliano immediately undertook a series of operations, having for object either to force Mina to risk a general action, or to relinquish his position amongst the mountains. For this purpose, whilst Count Curial advanced upon Castelfolli, General Donnadieu, with the 10th division of the 4th corps, was moving so as to put himself in direct collision with Mina, who, finding himself thus pressed, evacuated Olot upon the 3d of May, having previously separated himself from the divisions of Milans and Llobera, whom he detached with a force of about six thousand men in the direction of Barcelona, by way of Meiras and Amer, whilst he himself, with four thousand men, took the road to Vigue, which town he was also forced

- to abandon to General Donnadieu, whilst the Spanish royalist division, under the Baron d'Erolles, continued to follow him, and harass him in his retreat.

Thus pressed, Mina again endeavoured to unite himself to the division of Milans; but the Duke of Corneigliano, apprised of his intention, left Gerona at the head of a considerable force on the 16th of May, in hopes that the Spanish General might be induced to risk an action in order to gain his object. This, however, the latter again declined, and retired upon the approach of the Marshal, who felt much chagrined at his determination, and in finding himself obliged to return to Gerona, without (as he expressed himself in his despatches) having heard a certain whizzing noise which would have invigorated his old years.

On the day following (the 17th), General Donnadieu was more fortunate in bringing to action the division of Llobera, whom he defeated with loss, and forced him to retreat upon St. Andero de Palamor, whilst Milans, upon learning the result of the conflict, precipitated his retreat upon Barcelona; but about four o'clock on the morning of the 20th, he was come up with at Mataro by Count Curial, who, immediately charging him, drove him with some loss from his position, and forced him to seek refuge by a disorderly flight within the walls of Barcelona.

- After the defeat of Llobera, General Donnadieu moved upon Cellent, from whence Mina fled at his approach, first in the direction of Manresa, but suddenly altering his line of march, turned off in the direction of Olot and Gruan, and finally retreated upon Moya.

Upon the 25th of the month, a united French and Spanish division, under the celebrated Mosen Antoine, attacked the town and fortress of Hostaltich, and driving the constitutional forces from the town, compelled them, after a sharp conflict, to shut themselves up in the fortress, which was almost wholly destitute of a supply of water. The constitutionalists, however, obstinately refused to capitulate, and kept up a constant fire from the citadel, whilst they made frequent sorties, in order to procure water from a well outside the walls. The town was in consequence very soon nearly reduced to ruins; and upon one occasion Mosen Antoine was desperately wounded in the thigh, by the bursting of a bomb. The real name of this chief was Antoine Col: he was a priest, about twenty-seven years of age, and bore the sufferings which he endured from his wound with the heroism of an enthusiast*.

- On the 27th, Mina, at the head of his whole division, preceded by a company carrying scaling-ladders, suddenly re-appeared before Vigue, and immediately attempted to carry the place by assault. The garrison, in all, consisted only of about eight hundred men, composed partly of the 8th French regiment of the line, and partly of the Spanish royalist division of Romagossa,—the whole under the command of Colonel de Salpenick, of the 8th regiment. This officer made a brilliant defence, and caused the assailants very soon to abandon their attempt, leaving many killed and wounded upon the field.

Colonel de Salpenick was one of those officers who had accompanied Lewis XVIII. to Ghent, after which he had been promoted, but had

* He survived till the month of October, and until the king of Spain had regained his freedom, and then died, he said, perfectly rewarded for all his sufferings.

subsequently been placed upon the retired list, whilst Marshal Gouvion St. Cyr was minister at war. In the case of Colonel de Salpenick, no cause had been assigned for this proceeding of the minister, which was, however, only in conformity to the system which the Marshal pursued whilst in office, and in which he was but too successful—that of degrading the character of the French army, by admitting of promotion to no officers who had not raised themselves from the ranks. Upon the accession to office of the Duke of Belluno, Monsieur de Salpenick was restored to the service of his king, and his defence of Hostalrich justified his selection for this command.

After his repulse at Vigue, Mina, pursued by General Donnadieu, retreated, by way of Baja, into the Seo d'Urgal. During this operation, his troops suffered the utmost fatigue and distress, and his only means of subsisting them consisted in his suffering them to lay waste and devastate the country, which they did without remorse or compunction.

Proceeding from Urgal, in order to avoid General Donnadieu, Mina encountered, on the 14th of June, at a spot called the Heights of St. Leo, in the Cerdagne, the French division of General St. Priest, and the royalist Spanish division of the Baron d'Erolles and General Romagossa, who immediately fell upon him, and completely defeated him—covering the field of battle with his killed and wounded, and making in all about eight hundred prisoners, amongst whom were his secretary, and Guirao, the chief of his staff. After this action he again fell back upon Seo d'Urgal.

It will now be proper to revert to the operations of the adherents of the constitutional cause in the Asturias, Leon, Galicia, and the northern frontiers of Portugal.

We find the corps of the Empecinado at on the 14th of May; whilst Murillo, in the neighbourhood of Valladolid, continued to hang upon the flank of the first corps of the French army.

On the 12th of May, Sir Robert Wilson had again harangued, at Corunna, the artillery, militia, and volunteers of Burgos, Ferrol, and Arragon; and, disdaining the model of classical brevity afforded him by one of Shakspeare's heroes, who bluntly assures his auditors that 'his voice is in his sword,' he treated these poor people to a long and desultory speech;—in which he assured them, that the government and people of Britain were to a man with them—that troops and money were to be sent from England to their aid; but at the same time, that their own innate courage was alone sufficient to render victory not only certain, but easy to them—whilst the success of the cause of liberty was guaranteed to them by their commanders, Mina, Ballasteros, Abisbal, Murillo, and Quiroga. Upon a vain and indolent people like the Spaniards, the effect of this ill-judged harangue was in the end sufficiently obvious. No money, arms, or men came from England; whilst the leaders, in whom they had been desired to put confidence, with the exception of Mina and Quiroga, every one betrayed them upon the very first opportunity;—and as they seemed to have trusted to the talismanic effect of the valour, which they were told was to render victory easy and certain to them, the consequence was, that when the French general Bourk broke up from Valladolid to march upon Corunna, the whole of the provinces of Leon, the Asturias, and Galicia, at once fell an easy prey to his arms.

Sir Robert, however, was himself one of the first to witness and to bear testimony to the effects of his promises and predictions to the Spaniards. In writing to Mr. Lambton (since created Lord Durham), he states explicitly, that the arrival of the auxiliary British corps of five thousand men was clamoured for by all classes in Galicia. He at the same time presses Mr. Lambton very hard for supplies of money and arms from England; and there was little wonder that the latter gentleman should find it no easy task to comply with this request of his friend, for we find that it was not till the 2nd of June that any contributions of the kind were raised in England—at a meeting at which the notorious Hunt presided, and where the contributions were said only to amount to two muskets, and one pound, subscribed by a young girl out of her earnings. Mr. Hunt, however, at this meeting, encouraged his fellow-patriots by the cheering assurance, that, in the last *despatches* which he had received from Spain, it was mentioned, in allusion to the defection of Abisbal, that the cause of Spain was not to be put down by the treachery of three, four, or even six generals.

On the 14th of June, a meeting of the friends of the Spanish constitutionalists was held in London, which was certainly calculated to excite feelings of astonishment, when the circumstances which took place at the meeting, and the eminent character of most of the speakers, were considered.

Upon this occasion, the chair was filled by Lord William Bentinck, supported by Lord Lynedoch, Sir Ronald Fergusson, Sir James Mackintosh, Mr. Brougham, Mr. Grey Bennett, Mr. Hobhouse, Mr. Denman, and a host of the leading characters of the party to which they belonged.

At this meeting a series of resolutions were proposed by different speakers, condemnatory of the neutrality maintained by the British government in the Spanish contest, and in the highest degree laudatory of Spain in relation to the events of the revolution, and to the conduct of her authorities in precipitating her into the contest in which she was engaged with France; and the vituperation in which all the speakers indulged, with respect to the last-named power, knew no bounds. But the strangest feature in the business consisted in the experienced military commanders who were present pledging voluntarily their reputation as soldiers, in affirmations as to the certainty of the final success of the Spanish constitutionalists;—and this after the Duke d'Angoulême had marched through the half of Spain, and had actually established for some time his head-quarters in the capital. Lord William even indulged in a sneering comparison with respect to the talents and military qualities of the Prince-Generalissimo and Napoleon Buonaparte, and deduced from the failure of the latter in his attempts to conquer Spain, grounds corroborative of his predictions as to the failure of the Bourbon prince in the same enterprise.

At this meeting a Mr. Willett subscribed in kind 50,000 horse-pistol flints! Mr. Hunt presented the sum of 100*l.*, collected in twopenny subscriptions from the workmen of the north of England; and Mr. Hume 14*l.* odd, from the workmen of Mr. Clarke, in the Minorics. Mr. Grey Bennett also read to the meeting the *draft* of a proposed subscription among the operatives of England, in aid of the Spanish cause, communicated to him by one of his correspondents—a shoemaker;

and the Editor of the *Sun* read an anonymous letter from Paris, which he imagined to contain the offer of a bribe, in the event of his advocating the cause of the French government.

This meeting, it ought to have been stated, was held subsequently to the publication in the English newspapers of a long letter addressed to the British public by a Spaniard of the name of Mora: the professed object of which was to raise money by subscription for the Spanish constitutionalists, and the tenour of which was to the effect, that if France succeeded in conquering Spain, she must infallibly not only be able, but possess the inclination, immediately to conquer England.

During these proceedings in England, the Duke d'Angoulême was occupied at Madrid in preparations for the final accomplishment of the enterprize, with the execution of which he was entrusted.

On St. Ferdinand's day (the 30th of May) he reviewed 30,000 French troops on the Prado; and on the same day, the members of the regency held a court, at which the Duke del Infantado presided.

On the 31st, divisions of the French army were despatched in the direction of Talavera, Toledo, and Aranjuez.

It ought, however, to have been mentioned, that the suspension of hostilities between the two armies, consequent upon the convention, by the terms of which the Prince-Generalissimo had occupied the capital, had been of very short continuance; for on the same day on which he entered Madrid, his Royal Highness had given orders to General Vallin to follow, with the vanguard of the first corps, reinforced by two regiments of light cavalry and four pieces of cannon, the troops under the command of the Spanish General Zayas, and endeavour to bring them to action at the time of the expiry of the armistice. After a forced march of two days and a night, General Vallin overtook the enemy on the 27th, at six o'clock in the morning, near the bridge of Alercho, half a league from Talavera, which town the Spaniards occupied with 3,000 infantry, 500 cavalry, and four pieces of cannon. The 9th regiment of chasseurs immediately charged along the bridge, undaunted by a fire of grape-shot, and were supported in this attack by the whole of the infantry. The enemy now attempted to defend the approach to the town, by throwing bodies of sharpshooters into the olive wood through which the road passed, and who kept up a galling fire upon the French troops. The latter, however, soon cleared the wood of the Spaniards, whilst the 9th chasseurs rushed onwards towards the town; and the 5th hussars having forded the river to the right of the town, the remainder of the cavalry, the artillery, and the whole of the reserve, debouched from the defiles in the rear. The enemy, thus certain of a vigorous attack in front, and seeing his flanks at the same time threatened, evacuated the town, and commenced a precipitate retreat in the direction of l'Arzobispo; and so much did he seem to dread the charge of the French cavalry, that he quitted the main road, and retreated through the woods by which it is skirted.

The Spaniards in this action lost a good many men killed and wounded, and a lieutenant-colonel, several officers, and about sixty privates remained prisoners in the hands of the French, together with the military chest containing 40,000 francs, and fifteen waggons, laden with new arms. The officers who most distinguished themselves were

Monsieur de Chabannes, chief of a squadron of the 9th chasseurs; Captain Campignac, of the 9th light infantry; and Captain Count Louille, aide-de-camp of the Duke of Reggio*.

The regency, soon after their installation, issued a decree, ordering a funeral service for the victims put to death on the 20th of May, near the gate of Alcala, by the constitutional troops of Zayas. Certain sums were also granted by the government to the widows and children of the murdered men; and the regiments of Guadalupe and Lusitania, who had committed the massacre, were struck off the list of the Spanish army.

The Duke d'Angoulême continued in the mean time to reside at the house of the Duke of Villahermosa, in Madrid; and his modesty in declining to occupy the royal palace, was noticed as forming a striking contrast to the conduct of Murat, who, when in command of the French troops stationed in the capital for the purpose of enforcing the designs of Buonaparte in placing his brother upon the Spanish throne, ostentatiously took up his residence in the king's palace.

The French refer with gratulation to a trait recorded of his Royal Highness, who, during his residence in Madrid, received a letter from Paris, denouncing to him a conspiracy said to have been formed against his life, and pointing out to him, by name, forty officers said to have been implicated in the plot. Without mentioning the information to any one, he commanded the chief of his staff to summon all these individuals to be upon service near his person on a particular day, and to permit no others to be present. The officers accordingly attended, and his Royal Highness passed the day in the midst of them. The next morning he assembled them in his apartment, and related to them the motive of his proceeding, adding, that the world must now be as much satisfied of their loyalty as he himself had all along been.

On the 9th of June, the inhabitants of Madrid assembled in crowds to witness the entrance into the capital of the celebrated royalist Guerilla, the Trappist. Attired in the habit of his order, and mounted on horseback, he passed slowly along to the head-quarters of the Duke d'Angoulême; and, absorbed in meditation, he seemed to avoid casting even a glance on the populace, who followed him uttering loud acclamations. The only military officer of rank who accompanied him was Bessieres, a scarcely less celebrated partizan than the Trappist himself.

The whole of the proceedings of the regency continued to be characterized by a degree of leniency towards the adherents of the constitutional system, which, as it was very unexpected, excited much surprise; but it was accounted for on the supposition, that the conciliation of these individuals was deemed likely to be attended with results of importance, in ameliorating the condition of the king, who still continued completely in the power of the Cortes.

The divisions of Generals Bordesoult and Bourmont were forthwith put in march for Andalusia, by the Prince-Generalissimo,—the first by the route of Ciudad Real, Sierra Morena, Cordova, and Ecija; the

* Captain Mathias, aide-de-camp of General Vallin, and Lieutenant Milo, of the 13th light infantry, also behaved with very great gallantry.

second, by that of Truxillo, Llerena, and Carmona. They each consisted of 8000 men and four brigades of artillery, and were accompanied by two royalist divisions of 3000 men each, under the command of the Curate Merino.

The people everywhere received the liberating divisions in the best manner; and on the 7th of June, the advanced guard of Count Bordesoult, under the command of the Duke de Dino, (nephew of the celebrated Talleyrand,) overtook at Visilio 2000 of the Spanish division of Placentia, whom the Duke, at the head of two squadrons of cavalry, instantly charged, whilst Colonel Count d'Argout simultaneously attacked them in flank. The Spaniards had just entered a rocky defile of the Sierra Morena, across which the Battalion of America attempted to form in line, protected by the fire of their riflemen, who had already gained the uneven ground on their flanks, and several pieces of artillery were also just about to open their fire upon the French, when they were attacked, and the men sabred at their guns by a party under the command of Brigadier Parrot: the guns (two eight-pounders) continued in possession of the Brigadier. Eighteen officers, fifty cavalry, and six hundred infantry, remained prisoners in the hands of the French; and a standard and three baggage-waggons were also captured by Monsieur Darrieux.

The conduct of Brigadier-General Brown (an illegitimate son of the deceased Duke de Berri), of Colonel Count d'Argout, and of Captains Brobique and Borné, was particularly distinguished.

The column of this Spanish division, under the personal command of General Placentia, had continued to retreat towards the mountains of the Sierra, by the route of Elviso. General de Carignan came up with the rear of this column, and charged it with impetuosity, making sixty prisoners. In this rencontre, his Royal Highness the Prince de Carignan Savoy accompanied this French brigade as a volunteer, and particularly distinguished himself.

In these affairs the French lost but very few men killed and wounded, whilst the loss of the enemy was considerable. The Spanish prisoners were conducted under a small escort to Ocana, by the royalist Colonel Cordova, where most of them took the oath of allegiance to King Ferdinand, and entered the royalist division under General Cisneros.

Upon hearing of the advance of General Bordesoult, the Spanish garrison of Cordova declared themselves for King Ferdinand, and on the 16th of the month the liberating division entered that town amid the acclamations of the inhabitants.

The important town of Jaen also declared about this time in favour of the King.

Whilst at Cordova, a serious disaster had nearly befallen the French army. The park of artillery, with the caissons and ammunition, having been placed in a newly-reaped field, in front of the town, the stubble became ignited from the fire of a bivouac, and the destruction of the whole park seemed at one time inevitable. The troops, headed by the Prince de Carignan, Colonel Lahitre, aide-de-camp of the Generalissimo, Captain Montierret, of the 3d regiment of the infantry of the guard, and Lieutenant Labajouierre, of the horse-artillery, rushed to the spot,

and happily succeeded in removing the greatest part of the park from within reach of the flames. One chest, however, exploded during the operation, and wounded eight men.

General Bourmont was in the mean time pursuing his march no less successfully than his colleague Bordesoult, although in one brilliant attack upon the Spanish army near Talavera, he suffered a slight loss in killed and wounded, before he entirely overthrew and dispersed his opponents.

The rapid approach of the liberating column of Bordesoult, now rendered it evident to the constitutional authorities at Seville, that the hour of their downfall was at hand; but, as a last effort of protracting their existence, they determined upon the removal of the King to a situation where they might, for a short time longer, detain him in captivity.

San Miguel, the Minister for Foreign Affairs, whose intemperate conduct seemed the proximate cause of having drawn upon his country the invasion of the French, had, previously to the present juncture, left Seville. He proceeded first to Cadiz, and arrived at Gibraltar in May, having in his possession a large quantity of the church plate of Seville, which he had contrived to carry off with him. This character did not again make his appearance in the political arena*.

Perhaps the failure of the supply of bullion which San Miguel had taken with him, might also have occasioned an unhappy step which the Cortes at this time adopted, in order to supply the exigencies of their situation; namely, that of declaring the whole province of Andalusia in a state of siege, in order to afford the facilities for extorting a forced loan from the unfortunate landholders,—they having already paid 47 per cent. of their revenue to the government.

On the 11th of June, the Cortes having previously declared their sittings permanent, despatched a deputation of their body to wait upon the King, and categorically to demand his answer as to whether he would consent immediately to remove the seat of government to Cadiz. The King's reply was, that he 'conceived that his removal would be detrimental to the real interests of his subjects, and that, therefore, he refused.'

Upon this result being communicated to the Cortes, it was resolved, upon the motion of Señor Galliano, that the King was in a state of mental insanity, and that, thus being incapable of conducting the government, the Cortes ordered his being carried to Cadiz, and appointed a Regency to act in his stead. Upon this, Sir William A'Court, the English minister, as a matter of course, addressed a note to the government, stating that, as he was only accredited by his Sovereign to the King of Spain, he could not accompany the government of the Regency to Cadiz. The reply to Sir William's note was certainly the most extraordinary that can be imagined; being to the effect that the King would only be held in durance during the journey, and that immediately upon his arrival at Cadiz he would be at perfect liberty, and would resume his functions. This explanation, Sir William replied, could in no way re-

* He, however, assumed the command of a division of troops in Catalonia, where he was wounded and made prisoner.—R.

move his objections, and he declined leaving Seville. The Ministers of Sweden and the Netherlands, and even the Resident of the United States of America, adopted a similar course. In consideration of the relationship borne by the Queen to the house of Saxony, the *Chargé d'Affaires* of that court accompanied her Majesty on a footing of private friendship.

There seems every reason to believe that, previously to the departure of the King for Cadiz, a plot had been formed by his friends to rescue him from the thralldom of the Cortes. Immediately previous to the final removal of his Majesty, Don Juan Downie, a Scotchman, who had been many years in the service of Spain, and who, on account of his distinguished conduct in the war of Independence, had been rewarded with the appointment of Governor of the palace of Seville, was, with his nephew and eighteen other persons, arrested, as being at the head of this plot and in communication with the French. The minister at war, Don Sanches Salvador, was, it appears, also suspected by the Cortes, and, in order to secure his papers, his house was forced by the emissaries of the government, and Don Sanches put inhumanly to death. His papers were of course seized, and it was given out that he had destroyed himself, having previously burned his papers. This latter assertion was meant to impose upon his friends and relatives, who remarked with astonishment that not a single document was found in his repositories when his house was entered by them, and his dead body discovered.

At six o'clock, on the evening of the 13th of June, the King and the Royal Family were compelled to leave the royal palace at Seville,—the Queen being actually carried by force in the arms of some private militiamen, who were drunk,—and put into carriages, which immediately set off, in the direction of Utrera, under an escort commanded by the notorious Riego, in a state of brutal intoxication.

Three grandees of Spain, the Marquis of Santa Cruz, the Duke of Hijar, and the renowned Palafox, were suffered to accompany the royal party, who slept that night at Utrera. Early next day the cavalcade entered Cadiz; and as the Custom-house, where it was intended to lodge the King, was not ready for his reception, he proceeded with the Queen to the house of Don Louis Gangallo; the Infant Don Carlos and his family went to that of Don Louis Ullibari, and the Infant Don Francis de Paulo and his family to that of Don Carlos Urruela. The Princess of Beira and her son were lodged in the house of the Marquis de Pedrosa. The King was next day removed to the Custom-house, as being a more secure prison, where he was lodged in an apartment, the furniture of which consisted of a bed and two chairs.

There is no doubt that, on leaving Seville, the same orders were given to the escort as they had received on the departure from Madrid,—to the effect that if a rescue or escape should be attempted, the whole party should be immediately immolated at the shrine of republican fury.

Don Juan Downie, and the other individuals accused of conspiracy, were lodged in the prison of the arsenal.

So indignant were most of the councillors of state at this violence offered to majesty, that they refused to quit Seville. Thirty deputies of the Cortes and some two hundred military officers followed their example.

Mr. Ward, a gentleman attached to the mission of Sir William A'Court, had been directed by the Minister to accompany the King to Cadiz, in the hopes that his presence might be of service in deterring from any projected violence to the royal party on the journey; and, having seen the King safely conducted within the fortress, he returned without delay to Seville, from whence he was immediately despatched by his superior to England, for fresh instructions for the conduct of the mission.

When the populace of Seville came on the morning to learn that the King had been removed the previous evening, they rushed in crowds to the boats in which the members of Cortes were embarking, and put to death several persons who had just gone on board; and as the whole of the military had been withdrawn, and, to the amount of 7000 men, despatched to Cadiz, the people took advantage of the circumstance to attack and pillage the houses of some Constitutionals.

On the 16th, the well-known Lopez Banos presented himself at the gates of the city, at the head of his division, amounting to about 2000 men; but the inhabitants, assisted by some of the ex-royal guards, received him with a discharge from some field-pieces, which Zayas had left behind him. Banos, however, succeeded in forcing an entrance into the place, which he forthwith commenced pillaging; but hearing of the approach of General Bourmont, he precipitately fled from the city, and being unable to gain the road to Cadiz, on account of the intervention of the column of Bordesoult, he turned off in the direction of the Portuguese frontiers, and had only time to reach the right bank of the Guadalquivir, when the advanced guard of General Bourmont's division, under the command of Brigadier Laurieston, came up with him, and routed him, with the loss of 350 prisoners, the whole of his artillery, many stands of arms, and baggage and plunder to the amount of two millions of reals. Banos succeeded afterwards in embarking the remains of his division, and thus throwing them into Cadiz.

When General Bordesoult learnt at Cordova that the King had been taken to Cadiz, he immediately put his column in motion, and, without proceeding to Seville, directed his march upon Port St. Mary, situated on the bay, about two leagues from Cadiz, where he established his head-quarters on the 21st of the month, leaving to General Bourmont the task of restoring order at Seville.

**LIFE AND ADVENTURES OF THE BLACK JOKE," LATELY DECEASED
AT SIERRA-LEONE.**

FROM AUTHENTIC SOURCES.

HIS Majesty's brig *Black Joke*, when captured by his Majesty's ship *Sybilie*, Commodore Sir F. A. Collier, C.B., on the 6th of September, 1827, was called the "*Henriquetta*," then the property of a notorious slave dealer residing at Bahia; in whose service she had performed six successful voyages to the coast of Africa, in which she carried into Brazil three thousand and forty Africans as slaves, and had cleared her owner about 80,000*l.* in the years of 1825, 26, and 27. When captured, she was performing her third voyage in the last-named year, and had on board five hundred and sixty-nine negroes.

On the 26th of September, 1827, the "*Henriquetta*" was taken into the British service under the name of the "*Black Joke*," and attached as a tender to the *Sybilie*; Lieutenant W. Turner, of that ship, being appointed to command her, by the Commodore. She was armed at this time with one pivot long eighteen-pounder, having a crew, including officers, of fifty-five men. Sailing on the 5th of January, 1828, in company with his Majesty's ships *Sybilie* and *Esk*, she commenced her career by capturing, on the 12th, the Spanish schooner "*Gertrudes*," with one hundred and fifty-five slaves on board, having run the men-of-war out of sight during the chase.

Early on the morning of the 2d of April, the same year, and near the island of St. Thomas, she fell in with a heavily armed brig, apparently a cruiser or slaver, which vessel, on being chased, appeared anxious to avoid a rencontre until daylight, by standing away; but at that time she tacked towards the *Black Joke*; both vessels having closed and hove to, Lieutenant Turner sent his senior Mate (Mr. Hervey) on board to examine the stranger,—two officers coming from her at the same time, to examine the *Black Joke*, which was not permitted, but the officers were detained to ensure the return of Mr. Hervey and his boat; the stranger's boat, however, returned, stating the circumstance, when she immediately cut both boats adrift, (retaining Mr. Hervey,) and opening her fire, from all arms, upon the *Black Joke*, which was most effectually returned by the latter vessel. The action continued for two hours; when the stranger, having severely suffered under her opponent's steady fire, she hoisted a flag of truce, at the same time sending Mr. Hervey and his men to their own brig. On an explanation, it appeared that the stranger was the Spanish brig "*Providencia*," mounting fourteen guns, with a crew of eighty men; whose Captain had been told but a few days previously, that a Columbian privateer, exactly answering the description of the *Black Joke*, was in that neighbourhood; and fully believing his opponent to be the privateer, as well as confident in his superiority of guns, he entered an action which terminated in his submission and punishment, having suffered severely in killed, wounded, and injury to his vessel; but as the affair originated in error, Lieutenant Turner permitted him to proceed on his voyage. In this very spirited contest, the *Black Joke* sustained only injury about her rigging, the *Providencia* firing high. On the 16th of May following, Lieutenant Turner captured the Bra-

ilian brig "Vengador*," mounting eight guns, with a crew of forty-five men, and having six hundred and forty-five negroes on board, the largest number ever captured in one vessel. The Vengador did not feel it prudent to offer resistance.

The Black Joke, still commanded by Lieutenant Turner, we find, on the 27th of August, ably manœuvring to separate three well-armed vessels, which had weighed from Whydah on her approach, and had partially engaged her. In the most gallant manner, Lieutenant Turner ran his brig within speaking distance of a large schooner heavily armed, which appeared to be directing the movements of the other two vessels, (a brig and schooner,) and on hailing her, received her broadside for an answer, which was instantly returned; but the other vessels coming to the assistance of their consort, it required great coolness and skill to extricate the Black Joke from so unequal a conflict; which, however, was effected, and she stood off under easy sail, the fire ceasing; the schooner with which she had been engaged, following cautiously. At half-past eleven at night, this schooner was again discovered on the weather-quarter of the Black Joke, but without her companions. Lieutenant Turner immediately tacked, and crossing her bows, brought her to close action; the schooner carefully avoiding the endeavours of the Black Joke to run on board. The action continued with great spirit for more than an hour, when the schooner suddenly bore up under all possible sail, in the hope to escape, which threw the Black Joke astern; but recovering her position about four A. M. on the 28th, Lieutenant Turner, after a general fire of round, grape, and musketry, succeeded in running his opponent on board (both vessels then going at least seven knots), when, after a struggle upon her decks, he possessed himself of the piratical schooner "Presidenté†," mounting six broadside guns, with one heavy pivot, and a crew of ninety-five men, thirty of whom were, with her Captain, killed or wounded; the Black Joke having but one man killed—the pirate firing high to disable her in the masts or sails.

Lieutenant Turner, having also possessed himself of the book of signals arranged between the pirate and his associates, and seeing a brig daylight upon the weather-quarter, directed the signal "to close" to be hoisted, which being answered and as readily obeyed, he re-captured the Portuguese vessel called the "Hosse," which had been captured and plundered by the Presidenté; the latter vessel was lost near Sierra-Leone, on her passage to that place; but salvage was awarded for the "Hosse."

On the 14th of September, Lieutenant Turner assisted in the capture of the "Zephorina," by his Majesty's ship Primrose, having on board two hundred and eighteen negroes. And on the 14th of the November following, the above-named officer, having received his promotion to the rank of Commander for his services in the Black Joke, resigned

* Formerly the "Prince of Guinea," and same vessel which Lieutenant W. Tucker, when commanding a tender of his Majesty's ship Maidstone, so gallantly fought and captured, for which he was promoted.

† The crew of this vessel were tried as pirates, but acquitted for want of evidence; all doubt of her actually being a pirate is removed, by the fact of her having captured the "Hosse," the Portuguese vessel re-captured by the Black Joke; there existing no war with Portugal at that time. Further, the "Hosse" was taken by the "Presidenté," when the privateer's commission of the latter had expired.

the command into the hands of Lieutenant Henry Downes, of his Majesty's ship *Sybil* *.

On the 19th of January, 1829, Lieutenant Downes had examined in Lagos roads, the Spanish brig "*Almiranté*," then nearly ready for sailing, which circumstance induced him narrowly to watch the above-named anchorage; and on the 31st, a vessel was seen of such appearance as to leave no doubt of her character. After sweeping from nine A.M. until about six P.M., the chase having apparently made every preparation for a determined defence, both brigs were exchanging shot at a long range, which fire, however, yielded on both sides as the night drew in, to the endeavours of the *Almiranté* to separate, and of the *Black Joke* to close. The 1st of February was selected for that vessel to execute her *chef-d'œuvre*. This day opened with light airs, which entirely ceased as it advanced; about two P.M. a breeze sprang up, and the English brig was fairly in action with her opponent at forty minutes after two P.M.—when having crossed her bows, and edging away to close, she sustained a heavy fire from the *Almiranté*'s broadside; to avoid a repetition of which, and at the same time avail himself of his pivot gun, Lieutenant Downes placed his vessel under the stern, within half-pistol shot, of the *Almiranté*, maintaining that position against every attempt to dislodge him, keeping up, at the same time, so admirable and continued a fire from his two guns and musketry, that, at four P.M., the surviving officer of the Spanish brig *Almiranté* (who had bravely sustained this fire for nearly an hour) hailed, to say that he surrendered.

The *Almiranté* was found to mount fourteen broadside guns, ten Gover's eighteen-pounders, and four long nine-pounders, with a crew of eighty men, and four hundred and sixty-seven negroes on board; and had lost in the action fifteen killed, including in that number her captain and four officers, with thirteen others wounded. The *Black Joke* had two officers and five seamen wounded; one of the latter mortally.

The *Almiranté* was purchased at Sierra Leone, and, subsequently, returned to her former occupation.

On the 6th of March following, Lieutenant Downes captured the Brazilian brigantine *Carolina*, with four hundred and twenty slaves on board; and, very shortly afterwards, having suffered severely from the climate, he returned to England, where he found himself promoted to the rank of Commander for his action with the *Almiranté* †.

The *Black Joke* now fell under a rapid succession of commanding officers, and captured, between the period of Commander Downes' retiring and the March of 1831, four slavers, as shown in the accompanying abstract.

Having sailed to cruise in the bight of Biafra, under the command of Lieutenant Ramsay (of his Majesty's ship *Dryad*, Commodore Hayes, C.B., who had assumed the control of the African squadron), that officer proceeded directly to Fernando Po, with a view of gaining any information he could respecting slavers in the Cameroons, Old Calabar, or Bonney rivers. In the second named he was informed, that a Spanish brig, to carry five hundred negroes, heavily armed and well disciplined, was upon the eve of sailing; upon which Lieutenant Ramsay left Fernando Po, and, on the 23d, anchored off the bar of the Old Calabar, remaining in that position during the night, and

* Negroes liberated by Commander Turner, 909.

† Negroes released by Commander Downes, 875.

standing off during the day. The Black Joke, as usual, was not destined to wait long for her prey, for, on the 25th, at eleven A.M., a brig was discovered in the north-east quarter, which vessel, on being chased, made all sail away to the south-east, with a fresh breeze at south-west. At about nine P.M., the Black Joke had arrived within long range of her object, when a perfect calm ensued, and on her firing two shot the stranger opened her fire from her starboard broadside, directly towards which the head of the Black Joke was pointed. Lieutenant Ramsay directed the sweeps to be manned, but fearing to destroy the unoffending negroes, returned the fire of the enemy only by throwing an occasional shot, for the purpose of distracting his aim. Advancing steadily in this determined manner, Lieutenant Ramsay found himself, at about one A.M., on the 26th of April, 1831, under the fire of his opponent, trebly increased, by being now within range of grape and musketry, the shot fortunately taking effect chiefly about the sails and rigging. At two A.M., the vessels were so close, that the Black Joke, having sufficient way to carry her alongside the enemy, laid in her sweeps, and the order, "Prepare to board!" sounded along her deck; her two guns were loaded with round, grape, and musket balls, ready to fire when the vessels all but touched. Excepting the fire from the enemy nothing was heard; but in an instant that was mingled with the loud discharge from the Black Joke, the crash of the meeting vessels, and three cheers of the boarding crew, announced by another from the defending, when the clashing of the cutlass, with a few straggling pistol shots, succeeded. The Black Joke having very fresh way, sheered off on striking the enemy, but Lieutenant Ramsay, Mr. Bosanquet, (senior mate,) and thirteen men, availed themselves of the moment of touching, to leap upon his decks, where, in a most gallant manner, they sustained their ground, and actually drove back the united strength opposed to them, until the Black Joke had been replaced alongside, when the remaining part of her officers and crew rushing on board, this severe struggle terminated.

This vessel proved to be that of which Lieutenant Ramsay had received information, and was called the "Marinerito," Spanish brig, mounting four broadside and one pivot gun, all eighteen-pounders, with a crew of seventy-eight men, having on board four hundred and seventy-six negroes. She lost in the action from twenty to thirty killed and wounded; the Black Joke losing one killed and four wounded, including Lieutenant Ramsay.

An anecdote, very worthy of notice for its spirit and loyalty, occurred in this affair: a fine sailor (Isaac Foil), being mortally wounded by a grape-shot from the enemy, and lying below, under the consoling attention of Mr. Douglas (assistant-surgeon), heard the rush and cheer at the moment of boarding: in the excitement caused by it, this splendid fellow waved his hand, joined faintly in the cheer, exclaimed, "God bless King William," and—died!

On the 10th of September, the Black Joke, in company with the Fair Rosamond (another tender of the Dryad), chased, and subsequently captured, in the river Bonny, the Spanish brigs "Regulo," of eight guns, and fifty-seven men; and "Rapido," of five guns and fifty men. The Fair Rosamond, outsailing the Black Joke, fired upon the Regulo, and thereby prevented the re-landing of two hundred and seven slaves; but the Rapido could not be hindered from getting all

hers out; but being seen by the Fair Rosamond putting some into canoes, and throwing others overboard, she was sent to Sierra Leone, and there condemned for having had slaves on board. A captain of a palm-oil ship, lying at the time in the Bonny, stated afterwards at Fernando Po, that shortly after the vessels had left, the banks of the creek, where the affair occurred, were strewn with more than one hundred bodies of drowned negroes! These brigs made no resistance, though they were thoroughly prepared for action, and had sailed with an expressed intention of destroying the Black Joke.

In the December following, Lieutenant Ramsay being advanced to the rank of Commander, for the action with the "Marinefrito," resigned the Black Joke to Lieutenant Huntley, of the Dryad, commanding the Fair Rosamond; who, on the 15th of February, 1832, captured the "Frasquita," Spanish schooner, with two hundred and ninety negroes on board, from the Bonny, and was off that river, in hourly expectation of meeting the Black Joke's old antagonist (the Almiranté), under the name of the "Cherouka," when he received orders to proceed to Sierra Leone, and there dismantle; the Admiralty having directed the destruction of the severest scourge to the slave trade ever known. This order was executed by Commodore Hayes, C.B., at Sierra Leone, on the 3d of May, 1832.

Name of Commander of Black Joke.	Number and Names of Vessels.	No of Slaves on board at the time of capture	No of Crew on board at the time of capture	No of Guns on board at the time of capture	Date of Capture
Wm. Turner.	<i>Spanish</i> 1. Gertrudes, Schooner.	155	18	{ Guns thrown overboard }	12 Jan., 1828
Ditto	<i>Portuguese.</i> 2. Vengador, Brig.....	645	45	8	16 May, 1828
Ditto	<i>Columbian.</i> 3. Presidente, Privateer.	2	95	7	28 Aug., 1828
Ditto	<i>Brazilian.</i> 4. Hose	Recaptured	7	2	28 Aug., 1828
H. Downes..	<i>Spanish.</i> 5. El Almirante, Brig..	467	80	14	1 Feb., 1829
Ditto	<i>Brazilian.</i> 6. Carolina, Brigantine.	420	25	2	6 March, 1829
E. J. Parrey.	7. Christina, Schooner .	348	24	3	11 Oct., 1829
Wm. Coyde.	8. Manzanares, Brigant.	354	34	3	1 April, 1830
Wm. Ramsay	9. Dos Amigos, Brigant	{ Slaves re- landed before capture. }	35	1	9 Nov., 1830
W. L. Castle	10. Primavera, Schooner...	311	23	1	22 Feb., 1831
Wm. Ramsay	11. Marinefrito, Brig. ...	475	60	5	26 April, 1831
Ditto	12. *Regulo, Brig.....	207	53	8	10 Sept., 1831
Ditto	13. *Rapido, Brig	{ Slaves, except- ing 2, re-landed before capture }	51	5	Same day.
H. V. Huntley	14. Frasquita, Schooner . [The last 8 were Spanish]	290	31	2	15 Feb., 1831

* These brigs were chased and captured up the river Bonny, and actually struck their flags to the Fair Rosamond, a tender to the Dryad, by whose fire the Regulo was prevented from relanding her slaves. This is the first instance of the Black Joke having shown an inferiority of sailing; in which case, to the Fair Rosamond's sailing the capture of these brigs must be attributed.

NEW AFRICAN EXPEDITION.

THE most interesting armament ever despatched from the shores of Britain has just been equipped at the expense of a few princely merchants of Liverpool. Its objects are to explore, and to open a commercial intercourse with the heart of Africa, by means of the mighty waters of the Niger,—a river which has occasioned the loss of more ink, and of more lives, to ascertain its course, than any stream that geographers have attempted to delineate. Richard Lander, however, an unlettered menial servant, at length discovered the Niger to have its termination by several mouths in the Atlantic! This most important discovery has “at one fell swoop,” with pitiless certitude, annihilated a thousand elaborate theories. Interesting as must be the result of the Expedition now on its way to Africa, yet it is quite amazing how little public notice has been bestowed upon the subject. A few fugitive paragraphs in the newspapers, indeed, announced that the squadron had sailed; but no detailed account has yet appeared respecting either its objects or its efficiency. The “United Service Journal,” therefore, is an appropriate medium for the publication of such particulars; and we are mistaken if the empire at large will not feel indebted for a communication so important.

• It has already been observed that Richard Lander, an obscure and uneducated, but enterprising and intelligent, Cornish servant of Captain Clapperton, at length ascertained that the Niger below Boussa, after wandering for four or five hundred miles through the heart of western Africa, and receiving the contributions of many navigable streams, empties itself into the ocean, by several embouchures, in that immense bay of the Atlantic called the Gulf of Guinea. The Nun River, by which Lander and his brother descended to the sea, disembogues its waters near Cape Formosa, a promontory separating the Bight of Biafra from the Bight of Benin. From our settlement at Fernando Po, to the Nun river, does not exceed one hundred and fifty miles, so that the importance of our maintaining a footing upon that island is manifest; for, in all probability, the Nun is the principal embouchure of the Niger, though this point is not yet decided. Thus much, however, appears certain, that, entering by this channel, the Niger is navigable for the whole four or five hundred miles between Boussa and the sea; that though, above Boussa, the channel is obstructed by a barrier of rocks, yet little doubt exists of its having a communication with Timbuctoo; and, which is of greater consequence in a commercial point of view, that, throughout its whole majestic course, the Niger rolls through a fruitful, cultivated, and thickly-populated country, studded with towns and villages, hitherto unvisited by Europeans; and having no other trade with civilized nations than such imperfect barter as could be carried on across burning deserts, by the agency of slave-dealers and periodical caravans. What a field is here displayed for mercantile adventure! What an opening for extending the trade of Great Britain! What a market for our languishing manufactures! What a means of striking at the heart of the slave-trade, by introducing civilization and industry across the very route of the principal Caravans! What a harvest for geographical

and other science, in exploring the Niger and its many tributary streams! What an opportunity for our missionaries to spread the light of the gospel in the focus of idolatry and superstition! What a glorious chance of converting myriads of heathen nations; and of substituting for ignorance, cruelty, and barbarism, the blessed doctrines of peace, good will, and eternal salvation!

It was with prospects like these, and with a view to secure the advantages in question for our own country, that proposals were made to his Majesty's Government to take immediate possession of Lander's newly-discovered river. Why this project was not eagerly adopted it is difficult to determine. Is it that our nation is now ruled by that miserable kind of economy which, placing a farthing over each eye, is prevented from seeing a guinea at a distance? Be this as it may, it is clearly our best policy that a strongly-fortified settlement should instantly be formed at some commanding point in the healthy country above the swamps of the Delta, to prevent intrusion of vessels not under English colours. We should thus hold the keys of Africa in our grasp; and its vast resources would be open to us alone. If we neglect this, the prize will soon be snatched by America, France, Spain, Portugal, or some other nation less supine than Great Britain. Surely, should even the Ministry persist in their incomprehensible apathy, this matter must soon attract the notice of Parliament, since no subject of greater national importance could occupy its consideration.

Finding no disposition on the part of Government to assist in appropriating the commerce of Africa, Mr. Laird and some other merchants of Liverpool determined to fit out an expedition at their own expense; and so little encouragement did they receive, that the Treasury actually refused to permit the vessels, on their return, to land their cargoes duty free. Yet no sooner had Mr. Laird, junior, accomplished the equipment of his squadron, than the Admiralty requested permission to send out a surveyor of their own to take observations, determine latitudes, longitudes, &c. Fortunately for the nation at large, Mr. Laird did not object to this appointment, and Lieutenant Allen, R.N., was selected by the Admiralty hydrographer; an officer whose conciliatory, amiable, and gentlemanly manners soon secured him the personal regard of Mr. Laird, and of every person on board. Everything being at length prepared, and Mr. Lander having promised to accompany the expedition, the three vessels composing it assembled in Milford Haven, as follows:

Quorra, Steam vessel. Having on board Mr. Laird, junior, of Liverpool, as director and supercargo of the squadron.

Sailing commander, Mr. Harries, Master of the Royal Navy, an officer well acquainted with the coast of Africa.

Lieutenant Allen, surveyor, furnished with numerous instruments for observing the dip, latitudes, longitudes, &c.

Richard Lander, African traveller and discoverer of the termination of the Niger, acting as guide, adviser, and partly as interpreter to the expedition.

Also a gentleman of ability who has volunteered to accompany the squadron as surgeon and naturalist.

The *Quorra* is 115 feet in length over all; breadth of beam, 16

feet; depth of hold, 8 feet; draught of water, with everything on board for ascending the Niger, 4 feet 2 inches; tonnage, 146, including the engine-room. One engine of 40-horse power, to be used only in calms, or in ascending rivers. Constructed to burn either coal or wood as may be required.

Alburkah. So named from an African expression, signifying *blessing*. A small steam-vessel, built entirely of iron, by Mr. Macgregor Laird, director of the expedition. Fitted with one steam-engine of 15-horse power, constructed to burn coal or wood. Vessel 70 feet in length over all; breadth of beam 13 feet 2 inches; depth of hold 6½ feet; draught of water, when launched, only 9 inches! With engine in, and boiler full, drew 2 feet 6 inches; drew 4 feet 6 inches on leaving Milford Haven, having provisions and water for 12 men for 50 days, besides 10 tons of coal. Bottom of the vessel ¼ inch thick; sides ⅝ inch thick. Gross weight when built, and wooden decks laid, 16 tons; tonnage 56, including engine-room. Schooner-rigged, like the *Quorra*. Commanded by Mr. Joseph Hill.

N.B. The greatest interest has been excited about this diminutive vessel, as it is certainly a bold undertaking to navigate the Atlantic in so small a boat built entirely of iron! She is intended to explore the Tachadda and other tributary streams of the Niger.

Columbine. Merchant brig of 176 tons. Commanded by Mr. Miller. This vessel conveys a considerable cargo of coal, and a very curious investment of goods for trading with the natives. Her bill of lading would, indeed, have furnished a most ludicrous assortment of articles, from a penny whistle to a kingly crown!

ARMAMENT.

<i>Quorra.</i>	24 pounder swivel gun	1
	18 do. do.	1
	4 do.	8
<i>Alburkah.</i>	9 do. swivel gun	1
	Swivels	6
<i>Columbine.</i>	6 pounder carronades	4

Total . . . 21 guns.

Besides musketoons, firelocks, boarding-pikes, cutlasses, pistols, &c.

The expedition was detained at Milford several days waiting the arrival of Mr. Lander, but as the wind blew steadily at north, on the 24th of July, Mr. Laird despatched the *Columbine* and *Alburkah* for Port Prayah in the Cape de Verds, that being the first place of rendezvous. A day or two after, Lander arrived in a fishing-boat from Ilfracombe, and, in an hour the *Quorra* put to sea, bearing with her the hearty good wishes of every spectator.

It is Mr. Laird's intention to proceed in the first instance to Port Praya, where he hopes to meet with the commander-in-chief of the African station, who has orders to render him assistance. From thence they go to Cape Coast, to take on board some Kroomen negroes to cut wood in going up the Niger. Finally, they enter the Niger, and dash on at once to Boussa, opening communications for a trade in gold dust, palm oil, and ivory by the way. The *Alburkah* will explore meanwhile all the principal tributaries of the Niger, and it is not altogether beyond

possibility but she may find a way through the Tschadda, Shary, or some other river into Lake Tschad, in the centre of the African continent; nay, some flatter themselves with the dream of being able to penetrate into Abyssinia and the Red Sea, by rivers running out of Lake Tschad in an *easterly* direction. What would be the astonishment of the good people at Bombay should this cockle-shell of a vessel—not larger than the boiler of Whitbread's brewery—and built of iron, force her way through the centre of Africa, and so on by the Red Sea and Straits of Babel Mandeb to Socotra and the coast of Malabar! Let this vision terminate as it may, the attempt deserves success; and that the whole of the spirited individuals by whom it has been undertaken will be rewarded by the fullest realization of their most sanguine hopes, is the sincere prayer of one who with difficulty restrained the desire to quit wife, family, and friends to embark with the wanderers composing the *African Expedition!*

• VISIT TO THE SUMMIT OF MOUNT ETNA.

BY LIEUTENANT G. H. P. WHITE, ROYAL NAVY.

ON the evening of the 13th of July, 1830, I set off from Catania with a party of my messmates, to ascend Mount Etna, taking the necessary guides, and two sumpter mules to carry the provisions, &c., as nothing in that way can be procured after leaving Nicolosi, which is a small village about twelve miles from Catania. Etna is divided by the Sicilians into three several regions. The first is called *Piè di Montagna*, the second *Nemerosa*, and the third *Discoperta*. The ascent, though very gradual, commences immediately on leaving the city of Catania, over a tolerably constructed road; the country around is formed on an ancient volcanic soil; probably the third eruption mentioned by Thucydides, which happened in the sixth year of the Peloponnesian war, and the second of the eighty-eighth Olympiad. Traversing the lands of Battianti, and St. Giovanni della Punta, the road is constantly over the lava, and the country on either side is delicious. Trecastragne, nine miles from Catania, is seated on the acclivity of a high volcanic mountain. The scene here is beautiful and picturesque. Near the principal church the view is most extensive. Towards the east the mountains of Calabria, the sea stretching from Taormina to Catania, bathing the sides of Etna, covered with vineyards, woods and villages: northward rises the mountain itself, surrounded by its progeny of pigmy mountains; these have been thrown up in various forms, composed principally of cinder, and covered with rich vegetation. The freshness of the air, the beauty and picturesque situations of the houses surrounded by lofty and fine trees, the over-teeming fertility of the soil, and the laughing fields, where golden Ceres still lingers, unwilling to quit her favourite abode, intersected by courses of lava, as yet unproductive, make this view one of the most beautiful and interesting that can be imagined. These mighty streams of once liquid fire, extending in many places ten miles in length, by two or three in breadth, fill the mind with horror and astonishment: that

such wondrous masses, consisting of earths, stones, and minerals, fused and mixed, could be driven forth in one wild current from the mountain, makes us pause, and confounds any attempt to reason on the phenomena.—And, although the lava for many centuries lays waste the superincumbent land, yet, after a certain, but very long period, it is brought by human industry into such a state as to become the richest soil for cultivation; but when we reflect on the necessity of some ages to effect this wished-for state of decomposition, we bewilder the mind without arriving at any certain conclusion. When this process is duly effected, the cactus opuntia, or prickly pear, is planted, which hastens the desired event, and has the power to break up the lava, and render it fit for productive purposes. Five miles from Tre-castagne is Nicolosi, a small village which has often suffered from the fire-vomiting mountain. Here we supped, and baited the mules for two hours. Nicolosi, according to Signor Gemmellero, a Sicilian physician, long resident at Catania, is two thousand one hundred and twenty-eight feet above the level of the sea, and its mean temperature 64° Fahr.

From hence, to an almost interminable extent, there is a most superb view of the surrounding country; nothing can be more varied, grand, and sublime; every spot spared by the all-devastating lavas, is highly cultivated; the vines and other productive fruit-trees are seen laden with the most delicious fruits; the groves of olives, the towns and villages, in almost endless aerial perspective, all terminated by the distant and deep-blue sea, form a scene the most enchanting that can be conceived. We remounted about ten o'clock, p. m., our trusty mules, and pursued our journey. The evening was deliciously serene, the stars shone with extraordinary brilliancy, and the sky appeared intensely blue, while the galaxy, or milky-way, beamed like a splendid stream of light across the azure expanse.

The cool breezes now wafted from the upper regions of the mountain were very refreshing, and exhilarated our spirits in an extraordinary degree. Passed Monte Rosso, which is about six hundred feet above the level of the surrounding plain, and is said to have been thrown up during the great eruption of the year 1669, and from which issued that horrible stream of burning lava, which, after destroying the country for the length of fourteen miles, ran into the sea at Catania.

About six miles higher up commences the Nemerosa region, which, like a beautiful green girdle, encircles the mountain; it abounds with ancient hillocks, and lava of different periods, and is almost covered with frowning woods of oak, holm, beech and pines, on the more elevated points.

Nothing could be more romantic than the scene through which we were now passing; either scrambling up some craggy precipice, or brushing under the spreading branches of the aged oaks. A tremulous breeze now and then rustled along through the dense foliage; then, again, all was still and silent as the grave, save a distant solemn murmur from the shady recesses as the light air died away; or the clattering of the mules over the tinkling path. The stars appeared brighter than ever, and as if, approaching nearer from the great diminution of refraction. Those igneous meteors, known by the vulgar name of falling stars, seemed in their descent to touch the mountain

and then glide off again. The country below, viewed by this dubious light, looked like another world far, far below;—the scene altogether forcibly brought to recollection the wood described by the divine Tasso, in the thirteenth canto of the “*Gerusalemme Liberata*.”

“*Sorge non lunge alle Cristiane tende,
Tra solitarie valli, alta foresta,
Foltissima di piante antiche, orrende,
Che spargon d' ogni intorno ombra funesta;
Qui nell' ora che 'l sol più chiaro splende,
E' luce incerta e scolorita e mesta,
Quale in núbulo ciel dubbia si vede,
Se 'l dì alla notte, o s' ella a lui succede.*”

After enjoying for some time this stupendous and enchanting treat, we kept torturing and progressing, lost in pleasing reveries caused by the fairy scene.

Halted at the upper boundary of the forest region, to refresh our mules, and exchange our light clothing for garments of a warmer texture, as the wind now blew cool and somewhat chilly; for the temperature of this spot was about 50°, while that of Catania, which we had only left a few hours ago, was about 84° Fahr.

The road, on leaving our resting-place, became tedious and cheerless; hardly any vegetation was discoverable, and still wilder regions appeared above us. The path now lay over masses of rough lava; so much so, that at times it became necessary to dismount and actually drag our jaded animals over the rugged precipices which obstructed our progress: the intricacy of the path required us to follow one another very closely, that we might not lose the track, which became so tortuous in its course, as would puzzle any one but a muleteer accustomed to the road to find the clue of this volcanic labyrinth in the darkness of night.

After much anxious travelling over wastes of cinders and black sand, we seemed to be approaching near the wished-for summit; when, about two o'clock, A.M., the moon, now shorn of her beams, queen like, arose behind the bifurcated summit of Etna; her cheering light was very grateful to us in this wild spot. The awful cone of the mountain pillowed against the heavens, and emitting clouds of silvery white smoke from its burning crater, had a grand effect at this solemn hour of the night.

At three o'clock, arrived at the Casa Inglese, a rude hut built by the English troops when stationed in Sicily, during the late war. Here it became again necessary to halt a little to put on some extra clothing. As soon as this was accomplished, the signal for the ascent was made by the guides giving each person of the party a long staff, to assist him in clambering the steeps, as the mules could not proceed any further, owing to the nature and fatigue of the ascent. The first portion of the road lay over large broken masses of lava, most wearisome to scramble over. On approaching nearer the apex, the path was over cinders, fine black sand, and scoria. In wading through this compound the ascent became so difficult and fatiguing, that we were all under the necessity of reposing every twenty or thirty yards, tormented by the sulphurous vapour, which rendered respiration painful, and was even less supportable than the abruptness of the mountain path!

At length, after somewhat more than an hour's walk, the most harassing that can be imagined, we arrived at the top just as the day began to dawn. To paint the feelings at this dizzy height, requires the pen of poetic inspiration; or to describe the scene presented to mortal gaze, when thus looking down with fearful eye on the almost boundless prospect beneath! The blue expanded ocean, fields, woods, cities, rivers, mountains, and all the wonted charms of the terrestrial world, had a magic effect, when viewed by the help of the nascent light; while hard by yawned that dreadful crater of centuries untold, evolving thick sulphurous clouds of white smoke, which rolling down the mountain's side in terrific grandeur, at length formed one vast column for many miles in extent across the sky. Anon the mountain growled awfully in its inmost recesses, and the earth was slightly convulsed! We now attempted to descend a short distance within the crater; the guides, timid of its horrors, did not relish the undertaking, but were induced at length, and conducted the party behind some heaps of lava, from whence was a grand view of this awful cavern. The noise within the gulf resembled loud continuous thunderings, and after each successive explosion, there issued columns of white, and sometimes of black smoke.

The crater presents the appearance of an inverted cone, the interior part of which is covered with crystallizations of salts and sulphur, of various brilliant hues—red appeared to predominate, or rather a deep-orange colour. Writers vary much in their accounts as to the circumference of the crater. Captain Smyth, R. N., who had an opportunity to ascertain it correctly, describes it as an oval, stretching from E. and by N. to W., and by S. with a conjugate diameter of four hundred and ninety-three yards; the transverse he was prevented from ascertaining by a dense cloud that arose before his operations were completed. It was soon requisite for us to retire from this spot, as the smoke began to increase, and our guides said that some adventurous travellers had lost their lives by approaching too near, and were either blown into the abyss below by the violence of the wind, which is generally very strong at this elevation, or suffocated by a sudden burst of the sulphurous vapour.

Our senses were entranced for awhile, unused to such an awful display of nature, in this one of her wildest abodes. On our exit from the crater, the glorious god of day was beginning to peep from behind the mountains of Calabria, and the wondrous vision, hitherto undefined and vague, was soon spread out distinctly to the admiring eye. What hand could paint, what tongue express, or pen transcribe, the transcendently glorious scene! As he advanced in his golden path, the whole of Sicily, the coast of Italy, and the Faro of Messina, seemed gathered round the base of Etna; while the giant shade of the mountain could be distinctly traced on the face of the island, and even over a portion of the sea. Every city, every river in all its windings, were depicted on this mighty map of nature.

To many, the most interesting part of the view is the mountain itself. The Regiue Deserta, or desolate region of Etna, first attracts the eye, marked in winter by a circle of ice and snow, but now (July) by cinders and black sand. In the midst the great crater rears its burning head, and the regions of intense heat and extreme cold shake

hands together. The eye soon becomes satiated with its wildness, and turns with delight on the *Sylvana* region, which, with its magnificent zone of forest trees, embraces the mountain completely round: in many parts of this delightful tract are seen hills, now covered with the most luxuriant vegetation, that have been formed by different eruptions of Etna. This girdle is succeeded by another still richer, called the *Regione Culta*, abundant in every fruit or grain that man can desire: the small rivers *Scinetus* and *Alcantara* intersect these fertile fields: beyond this the whole of Sicily, with its cities, towns, and villages, its corn-fields and vineyards in almost endless perspective, charm and delight the senses. There was a certain degree of dread, mingled with intense delight, when thus elevated above the nether world. It was impossible to forget that we were standing on the brink of that horrid gulf, out of which had issued a thousand lavas, spreading desolation and death in their pestiferous course, changing the whole face of the country, and burying towns and villages beneath them.

The summit of the mountain is composed of scoria, and crystallizations of sulphur, with here and there heaps of lava; wherever a stick is thrust in, the opening immediately emits a volume of white smoke, and if the hand be applied to the aperture, it is soon withdrawn on account of the great heat. The mean temperature of the summit, during the months of July and August, is 37° Fahr. After having remained about an hour, descended to the *Casa Inglese*, where the guides soon prepared an excellent breakfast, and never was a meal more relished than this, such was the fatigue and lassitude experienced by the party from the effects of the ascent.

After an hour's repose, proceeded downwards, visited the *Philosopher's Tower*, as it is called, which tradition says was constructed by *Empedocles*, while he was studying the various phenomena of Etna.

About a mile or two from this spot, there is a grand view of the *Val di Bove*. The foreground consists of lava, forming the face of an enormous precipice, at the bottom of which is seen a lovely valley, gradually sloping down towards the coast, embracing the three several regions of the mountain, to which the purple wave of the Mediterranean forms a noble boundary: nothing can be more varied, rich, and beautiful than this scene, as it comprises every object necessary to form a perfect landscape.

It was interesting to notice the gradual increase of vegetation during the descent. The *Senecio Cristhenifolius* grows at the elevation of 8830 feet, the *Juniperus Communis* commences at 6800. Then follow the *Pinus Sylv.*, *Betula Alba*, *Quercus Robur*, and the *Fagus Sylvaticus*. The olive is seen at the altitude of 3000 feet, and the vines flourish as high as 5000 feet.

Magnificent and beautiful as the views are as the traveller descends, it would be tedious to the reader to attempt a description of them. Arrived at *Nicolosi* about two o'clock, reposed ourselves and mules for two hours, and then returned to *Catania*, which city we entered about six o'clock.

MEMOIR OF THE SERVICES OF THE LATE GENERAL THE EARL OF
DONOUGHMORE, G.C.B.

THIS highly respected and distinguished nobleman was second son of the eminent Provost of Trinity College, Dublin, who, acquiring a large fortune as an advocate, and again by marriage, added to his name of Heely that of his lady, Hutchinson. In 1777, that gentleman, as Secretary of State, was deemed the first Irishman who had governed Ireland; and in 1783, while he remained himself a commoner, procured to be ennobled his wife and successors, by the barony, afterwards earldom, of Donoughmore.

The subject of this sketch was born in 1757, and, in 1774, he entered the army as a Cornet in the 18th Light Dragoons. He became Lieutenant in 1775, and in the following year was promoted to a company in the 67th foot. He was elected Member for Cork in the Irish Parliament in 1777, and became distinguished by his eloquence in the Senate. In 1781, he obtained a Majority; and in 1783 was Lieutenant-Colonel in the 77th regiment.

Having studied tactics at Strasburgh, Lieut.-Colonel Hutchinson now visited the Continent with the enlarged views of one to whom fortune seemed to promise extensive public employments. And he became so familiar with the Continent as, on the French Revolution, to find no difficulty in obtaining access to the French camp at its most interesting period, and witnessed La Fayette compelled to abandon his troops, and fly for safety. Having scrutinized the state of the French army, he had then the fortunate opportunity to examine that which was marching to oppose it, under the gallant Duke of Brunswick, and, from comparison, to foresee the result.

At the commencement of the Revolutionary war, his brother, Lord Donoughmore, raised a regiment; and this officer having also raised one, he obtained, in 1794, the rank of Colonel. He served the campaign in Flanders as extra aide-de-camp to Sir Ralph Abercrombie, in which capacity, from his acquaintance with the Continent and his accomplished education, he could not fail in being a valuable acquisition to his General. He subsequently served in the Irish Rebellion, and was second in command at the action of Castlebar. Having commanded in the Connaught district, the inhabitants, in acknowledgment of their esteem and gratitude, presented him with a sword of suitable value.

In 1796, he obtained the rank of Major-General; and, in 1799, served as such in the expedition to the Helder. Lord Cavan being disabled, Major-General Hutchinson led on his brigade in gallant style against the enemy, was wounded, and mentioned in the most honourable manner in the despatches.

In the expedition to Egypt*, Major-General Hutchinson was appointed second in command to Sir Ralph Abercrombie, upon the particular and earnest recommendation of that gallant officer; and on the death of Sir Ralph, he succeeded to the command of an army, which, in the language of Parliament, 'had sustained the honour of their Sovereign and promoted the glory of their country.' The despatch containing the account of the battle of Alexandria was written by

* See our Military Annals, 1801, Vol. iii, p. 511.

General Hutchinson, and the eloquence and perspicuity of it are equally honourable to his genius and his feelings.

After the battle of Alexandria, 21st March, 1801, the French withdrew to a strong position in front of that place. Major-General Hutchinson did not deem himself sufficiently strong to attack them in this post; he expected, moreover, some reinforcements from India, and the Ottoman army was on its march. He still, however, maintained a war of posts. Colonel Spencer was despatched, in April, to attack Rosetta, commanding the navigation of the Nile. The English batteries opened on the 16th, and the French withdrew on the 19th to the opposite bank. The town and river thus came into the possession of the British. The greater part of the French force in Egypt now fell back upon Cairo, whither they were followed by Major-General Hutchinson, who, quitting his camp in the neighbourhood of Alexandria, occupied on the 7th May that of El'Aft, which the French had but then evacuated. He continued his march towards Cairo, having the double purpose of covering the Ottoman army, which had now advanced, and of meeting a detachment hourly expected from India.

Having taken the fort of Rahmanie by means of an advanced corps, the Major-General proceeded on his march, and on the 17th reached Alham, where he intercepted a large convoy on its way to join the French; and as the superiority of the English arms was now manifest the Mamelukes, following the ensign of Fortune, came over to him.

At this period, a despatch was received from Lieut.-Colonel (the late Lieut.-General Sir John) Murray, stating that he had arrived at Cossire with the Bombay detachment; and that the gallant General Baird was in his rear, and daily expected. The French army, in the mean time, gradually fell back; and having reached Cairo, formed entrenchments, and seemed resolved on a desperate resistance.

Major-General Hutchinson, having cleared the country as he marched, reached Gizah, a town on the opposite side of the river to Cairo, on the 21st of June. In the mean time, the Grand Vizier moved on the opposite side of the river, and, seeing the success of the British, took up a position within cannon-shot of Cairo. On the following day, the enemy sent out a flag of truce, and offered to surrender the town and forts. The capitulation was accepted, and the expedition terminated by the agreement of the French to evacuate Egypt.

For his gallant and able services in this most glorious campaign, Major-General Hutchinson received the thanks of both Houses of Parliament; he was created a Knight of the Bath, and raised to the peerage as Baron Hutchinson of Alexandria and Knocklofty, with an annual pension of 2000*l.* attached to the barony.

In 1803, Lord Hutchinson was promoted to Lieutenant-General; in 1811, appointed Colonel of the 18th Foot; and in 1813, he became full General. He was also Governor of Stirling Castle.

His Lordship's talents for military diplomacy have been described as superseding his claims for experience in the field. He was employed on an extraordinary mission to the Russian armies; afterwards at the Court of St. Petersburg; and, at a later period of his life, on one of a delicate nature, to the Continent, as the personal friend of the late King. His Lordship succeeded to the earldom of Donoughmore on the death of his brother, in 1825; and died at Knocklofty House, Tipperary, in

July last. He is succeeded in his title and estates by his nephew, Captain Hutchinson, lately one of the representatives for that county, and who aided Sir Robert Wilson and Mr. Bruce in effecting the escape of Lavalette.

MEMOIR OF THE SERVICES OF THE LATE VICE-ADMIRAL SIR
ISRAEL PELLEW, K.C.B.

MR. PELLEW having gone through the gradations of midshipman and masters' mate, and passed the necessary examination, was, on the 1st of April, 1779, made Lieutenant of the Danaë frigate, Captain William Browne; and in July, 1781, was appointed to the Apollo, Captain Charles Powell Hamilton. In the following year Lieutenant Pellew had the command of the Resolution, cutter, and during the night of the 20th January, 1783, he fell in with a privateer, off Flamborough Head, bearing S.S.W., distance about six leagues. The Resolution instantly gave chase, and, after doing so for fourteen hours, came up, and an engagement ensued, which continued about an hour and fifteen minutes, when the vessel struck, and proved to be the Flushing, of Flushing, pierced for fourteen guns, mounting twelve fourteen-pounders, and having on board sixty-eight men. She had been cruising in the Channel, and had been chased by the then fastest-sailing frigates in the navy, namely, the Artois and Ambuscade. The Flushing had her first Captain and first Lieutenant killed; the Captain of marines, and six seamen wounded. The Resolution had only one seaman wounded.

The cutter being paid off, it does not appear that Lieutenant Pellew was again employed until his appointment to the Salisbury, Captain Gould, in March, 1789. On the 22nd November, 1790, Lieutenant Pellew was promoted to Commander.

In June, 1793, Captain Pellew was serving as a volunteer on board the Nymphe, of forty guns, with his brother, Captain Edward Pellew (now Viscount Exmouth), in the Channel, when on the 18th, off the Start, a French frigate was discovered, which proved to be the Cleopatra. A more desperate engagement than then ensued has rarely, if ever, taken place; and the action throughout was yard-arm and yard-arm. The Nymphe had twenty-three men killed, and twenty-seven wounded; the Cleopatra sixty-three killed and wounded, including among the former the Commander. It was rather a singular coincidence that the Cleopatra was captured in the same manner as the Nymphe had been in 1780, by Captain W. Peere Williams, when he commanded the Flora: the wheel being shot away, the vessel became ungovernable, fell on board her antagonist, and was carried by boarding.

For Captain Pellew's services on this occasion he received, on the 25th June, 1793, his Post rank, and acted as Captain of the Nymphe for a short time.

Captain Pellew's next appointment was, in October following, to the Squirrel of twenty guns, on the North Sea station, from which ship, in April, 1795, he was appointed to the Amphion, and proceeded to Newfoundland. On the return of the Amphion from that station, Captain Pellew was again sent to cruise in the North Sea, where having been some time, orders were given for him to join the squadron of frigates under the orders of his brother, Captain Sir Edward Pellew, then stationed off the coast of France. The Amphion was on her passage

thither, when a heavy gale of wind, occasioning some injury to the foremast, obliged her putting into Plymouth. She accordingly came into the Sound, anchored there on the 19th September, 1796, and went next morning into the harbour to have the defects made good.

On the 22nd, at about half-past four P.M., a violent shock, as of an earthquake, was felt at Stonehouse and the adjoining places. For near a quarter of an hour the cause could not be ascertained, and the streets were crowded with people running in every direction to ascertain from whence it proceeded, when it was found to have originated in the explosion of the *Amphion*, which, having been manned at Plymouth, the relations and friends of those on board were mostly resident in the neighbourhood.

Every assistance was instantly given by the boats belonging to the ships, and those from the dock-yard, for rescuing such persons as chance might have saved from destruction; and as soon as the consternation had in some degree subsided, Admiral Sir Richard King, Bart., the Commander-in-Chief, commenced examining various individuals as to the probable cause of this melancholy accident. It appeared from the testimony of one of the young gentlemen belonging to the *Cambridge* (the flag-ship), that he was looking at the *Amphion* through a telescope, as she lay alongside the sheer-hulk taking in her bow-sprit, with the *Yarmouth*, an old receiving-ship, lying on the opposite side. The midshipman stated that the *Amphion* suddenly appeared to rise altogether upright from the surface of the water, until he nearly saw her keel; the explosion then succeeded; the masts seemed to be forced up into the air, and the hull instantly to sink; and all this passed in the short space of two minutes. The scene that followed may be more easily imagined than described; and it being intended that the *Amphion* should sail the following morning, there were probably more than one hundred individuals of every description on board, in addition to the ship's company.

Captain Pellew was at dinner, accompanied by Captain Swaffield of the *Overysel*, and Lieutenant Thomas Muir, the first of the *Amphion*. They had just taken soup, and were in the act of drinking wine, and the steward entering at the cabin-door, when the explosion took place, and threw them against the earlings of the upper deck. Captain Pellew had the presence of mind to fly to the cabin-windows, threw himself out with an amazing leap, and was saved in consequence: Lieutenant Muir was equally fortunate. Captain Pellew was picked up by some of the boats, and instantly conveyed to the residence of Commissioner Fanshawe in the dock-yard, scarcely knowing where he was, or, indeed, sensible of his situation, and much cut in his face, supposed against the earlings.

When thrown from his chair, Lieutenant Muir was also picked up, and, as well as Captain Pellew, ultimately recovered. Captain Swaffield was not so fortunate, nor was his body found until the 22nd October, and then in a dreadfully mangled state.

No cause for this melancholy event could be discovered, although it was strongly suspected, from circumstances which afterwards transpired, that the gunner had been attempting to convey some powder clandestinely on shore, and that a spark from his light ignited the fore-magazine, and by that means produced the dreadful catastrophe. Not more than forty persons were saved, and many of these very severely hurt.

An attempt was made to raise the *Amphion*, and for this purpose the

Castor and *Iphigenia* frigates were moored on each side; but nothing could be got up excepting a few pieces of the ship, one or two guns, some of the men's chests, and a small part of the cabin furniture. The remains of this ill-fated vessel were, however, subsequently dragged round to another part of the dock-yard jetty, and there broken up.

Captain Pellew having recovered from the injuries he had sustained, was appointed in February, 1797, to the *Greyhound*, and in July following to the *Cleopatra*, which ship he had so gallantly assisted in capturing. The *Cleopatra* was attached to the Channel fleet, and Captain Pellew captured *l'Emilie*, a privateer of eighteen guns.

In November, 1798, the *Cleopatra* sailed with convoy for Halifax, where Captain Pellew was placed under the orders of Vice-Admiral Vandeput, and remained on this station nearly two years, and then proceeded to Jamaica. The *Cleopatra*, when crossing the Gulf-stream, in a dark night, and during a strong gale, had a narrow escape from foundering, and sustained much damage. In 1801, the *Cleopatra* and *Andromache*, Captain Laurie, being on a cruise off the Island of Cuba, attempted with their boats to cut out a convoy of Spanish vessels which were at anchor in Levita Bay, protected by three large gun-vessels. The enemy expecting an attack was prepared for their reception, and on the approach of the boats discharged such a tremendous volley of grape and langrage as to occasion great slaughter. The boats, however, with intrepid bravery, pushed on, boarded, and carried one of the galleys. The incessant fire from the enemy, which nearly destroyed all the boats, obliged the assailants to relinquish any further attempt, and retreat to their ships. Lieutenant Taylor, first of the *Cleopatra*, two midshipmen of the *Andromache*, and nine seamen were killed; one midshipman and sixteen men wounded.

The *Cleopatra* afterwards got aground on one of the Bahama islands, where she remained three days and nights; and to enable her to get off, Captain Pellew was forced to throw the guns and part of the ballast overboard. The *Cleopatra* returned to the American station, and on the termination of the war came home and was paid off at Portsmouth.

Hostilities again taking place with France, Captain Pellew was, early in 1804, appointed to the *Conqueror*, seventy-four, and joined the Channel fleet. On this station the *Conqueror* remained some months, when Captain Pellew received orders to proceed to the Mediterranean and join Lord Nelson. In January, 1805, the fleet was off Sardinia, when Nelson received information that the French fleet had escaped from Toulon, and he lost no time in proceeding after them. The *Conqueror*, Captain Pellew, was one of the squadron that went in pursuit, which ultimately ended in the memorable action off Trafalgar, in which that ship assisted, and had three men killed, and nine wounded. The *Conqueror* was then attached to the fleet under the orders of Admiral Sir Charles Cotton, employed in blockading the Tagus, on which station Captain Pellew remained until the surrender of the Russian fleet under the command of Vice-Admiral Siniavin. After this Captain Pellew left the *Conqueror*, and was appointed superintendant for paying the ships in the Medway.

A promotion of flag-officers taking place July 31st, 1810, Captain Pellew became a Rear-Admiral. In 1811, Admiral Sir Edward Pellew was appointed Commander-in-Chief in the Mediterranean, and hoisted his flag in the *Caledonia*; upon which occasion he selected his brother, the subject of this memoir, to serve as Captain of the fleet, where he

remained until the abdication of Bonaparte, and the treaty of peace which followed that event, when the fleet returned home and was paid off.

On the division into three classes of the Order of the Bath, in June, 1815, Rear-Admiral Pellew was created a Knight Commander; and on the birth-day of His Royal Highness the Prince Regent, August 12th, 1819, was advanced to Vice-Admiral, which rank he held at the period of his decease at Plymouth, on the 19th July last. Admiral Pellew was born in 1761, and was younger brother to Viscount Exmouth and S. Pellew, Esq., Collector of the Customs at Falmouth.

**MEMOIR OF THE SERVICES OF THE LATE REAR-ADMIRAL
JAMES OUGHTON.**

At an early age Mr. Oughton entered the navy, and served in various ships during the American war with much credit. He was in the action between Vice-Admiral Sir Edward Hughes and the French fleet off Cuddalore, on the 23d of June, 1783, and by his good conduct upon that occasion he received a commission, the 30th of September following, from the Commander-in-Chief, as Lieutenant of the Sultan, Captain Troubridge. Peace taking place, Lieutenant Oughton went upon half-pay, and does not seem to have been again employed until the appearance of hostilities with Spain relative to Nootka Sound. The war that was then expected caused a fleet to assemble at Spithead, and Lieutenant Oughton was appointed, in August, 1790, to the *Asia*, 64, Captain Andrew Mitchell. The *Asia* was paid off almost directly, when Lieutenant Oughton received a commission appointing him to the *Courageux*, 74, Captain Alan Gardner. His next appointment was to the *Queen*, of 98 guns, Captain Hutt, in which ship he was present in the engagement between the fleet under Lord Howe, and the Republican French fleet, off Ushant, on the 1st of June, 1794. In this ship his former captain (Gardner) had his flag as Rear-Admiral. The *Queen* sustained a very prominent part in this memorable action, in which Captain Hutt was severely wounded, and soon after died.

On the 29th of June, 1795, Lieutenant Oughton was promoted to Commander, and on the 5th of July, 1797, to command the *Hecla*, bomb-vessel, which was attached to the ships under the orders of Captain Sir Home Popham, in the fruitless attempt at destroying the canal and sluices at Bruges, by a force under the direction of Major-General Coote, in May, 1798.

On the 15th of May, 1799, Captain Oughton was posted, and in July following appointed to command the *Isis*, of 50 guns, the flagship of Admiral Mitchell. The *Isis* was attached to the North Sea squadron, under the command of Admiral Lord Duncan; and Captain Oughton was at the surrender of the *Helder* and the Dutch fleet in the *Texel* to Vice-Admiral Mitchell and General Sir Ralph Abercrombie, in August, 1799.

In 1800, Vice-Admiral Sir Andrew Mitchell hoisted his flag in the Windsor Castle, when Captain Oughton was appointed to command that ship, which belonged to the Channel fleet, under the orders of Admiral the Honourable William Cornwallis. In November, 1801, a division of the squadron had been despatched to Bantry Bay, from whence part of the vessels were to sail to the West Indies; but in consequence of a mutiny among the crew, in some of the ships, they

returned to Spithead; and in January following a court-martial was held, when some of the most daring in this act of insubordination were tried, found guilty, and executed.

In April, 1802, Captain Oughton was appointed to the *Leander*, of 50 guns, the flag-ship of Sir Andrew Mitchell, on the Halifax station. This was Captain Oughton's last appointment. A promotion of flag-officers taking place in May, 1825, he was, on the 7th of June in that year, placed on the list of superannuated rear-admirals, not having served the requisite time to entitle him to his flag.

Admiral Oughton had been for some length of time in a very infirm state, and expired, on the 9th June last, at Cullen, Fifeshire, North Britain.

STANZAS TO THE MEMORY OF MISS A. M. PORTER.

By MISS PARDOE.

[The lady, to whose memory the following lines are addressed, claims some record in the chronicle of those Services with which she was connected by birth, and associated by a chivalrous sympathy. Those who have been professionally honoured by the predilection, and warmed by the lays of Miss Anna Maria Porter, gladly avail themselves of the offering of a congenial pen, in lieu of some less eloquent, though equally sincere tribute, which the plan of this work might have permitted.]

WHILE lighter bards to lays of gladness turn,
 I wreath my numbers round Maria's urn.
 If Christian gentleness a charm can lend,
 Or that sweet grace which knows not to offend—
 If filial duty in its loveliest guise,
 Our world-seared hearts yet own the power to prize,
 Here may we shed the calm and holy tear
 In pious meekness o'er Maria's bier.
 Doth talent claim our sympathies? How well
 This quiet grave retains its chasten'd spell!
 She was a gifted one—and o'er her thought
 Hover'd bright forms with grace and beauty fraught;
 Not idly hover'd—it was her's to give
 Light to each dream, and bid those visions live:
 And chaste as morning dew or ocean foam
 Arose each image—for she drew from home!
 HER FATHER died a soldier! On her page
 This she hath called her noblest heritage;
 And well she loved, with proud and pious care,
 To sing the glory which she might not share;
 And bid the poet's bays adorn the grave,
 Or grace the trophies of the bold and brave.
 Who shall forget her? In the quiet hour
 When memory asserts her magic power,
 How many a link of fair and gentle things
 Will blend her name with our imaginings;
 Death in the grave her form, indeed, may find,
 But death is powerless o'er the immortal mind!
 Stranger—for thee alone need aught be said
 Of fond encomium o'er the gentle dead:
 For thee alone need monumental verse
 The blameless tenor of her life rehearse.
 To those who knew, and felt her worth, most vain
 Were praiseful lay, or plauditory strain;
 For at her memory as the tear-drop starts,
 Her epitaph is graven on their hearts!

SIR GEORGE ROOKE.

THE able services of this gallant naval hero were at one time nearly lost to his country, and if his request had been complied with, his name could never have been coupled with that of Gibraltar, a place of such inestimable value to England. The Emperor of Austria having declared his son, the Archduke Charles, King of Spain, he was acknowledged as such by the allies. His Imperial Highness accordingly proceeded to Holland, from whence he was conveyed to this country by Sir George Rooke, with a squadron under his orders, and upon his arrival was received and entertained by Queen Anne with every attention his high rank demanded. About this period Captain William Whetstone, who was serving in the West Indies, as Commadore, succeeded to the command at Jamaica, upon the death of the brave Admiral Benbow of the wounds he had received in action, and was by Prince George, then Lord High Admiral, promoted to the rank of Rear Admiral of the Blue. Captain Whetstone was junior officer to Captain James Wishart, First Captain to Sir George Rooke, who, being much hurt at being thus passed over, had solicited the Admiral to obtain permission to quit the service. In consequence, the following correspondence between Sir George Rooke and the Lord High Admiral took place, and probably tended to establish in some degree the regulations by which Captains are promoted in succession to the rank of Rear Admirals.

" January 24th, 1704.—Royal Catherine, at Spithead, just upon sailing with the King of Spain for Lisbon.

" May it please your Royal Highness,

" It is with all the grief and confusion of mind imaginable that I find myself obliged to address your Royal Highness in terms that may be, by the most malicious, deemed disrespectful, or remonstrative; but when I consider the Queen's service, or my own honour, concerned, I cannot for my life be tacit.

" I am informed, Captain Whetstone is preferred to be Real Admiral of the Blue, in prejudice (pardon the expression, Sir) to Captain Wishart, who is senior officer, and Captain to the Admiral of the Fleet.

" I have always been of opinion, that where seniority and merit meet in the same person, it would be of the utmost consequence to the service to encourage officers so qualified.

" Possibly, Captain Wishart's being a Scotchman may be a reasonable objection to some to his preferment at this time; but that circumstance should have been set in its proper light before the Queen and your Royal Highness. For though he be of that country by birth, he is an Englishman by interest, which I take to be the best security her Majesty can have from any of them. For, some years since, he sold what he had in Scotland, added to it what he had acquired in the Crown service, and with his wife's fortune, purchased, and now enjoys, a very good estate in Yorkshire. He has ever had the character of a good officer, and a very honest man; and I think in my conscience deserves it: and he has always had right and justice done him in the fleet, until he had the misfortune of coming under my particular care and protection.

" In the thirty years that I have commanded in the navy, my principal consideration and regard have ever been the service and honour of my prince and country, and next to that the advancement and interest of my own reputation.

" I cannot, Sir, but with humble submission, reflect and conclude, that by this neglect of Captain Wishart, my services to her Majesty are not very

well received, though I take God to witness I could not exert myself with greater diligence and zeal, nor wish to be more successful in it than I have been; so that, Sir, since my interest has fallen so low that I cannot do justice to her Majesty's service, nor my friends in the fleet, I do with the humblest respect and duty beg of your Royal Highness to intercede and prevail with the Queen, that I may, without her displeasure, obtain her Majesty's leave and permission to resign my command, and retire to my poor patrimony, where I may, without interruption, end my days in repose and devotion, which I wish mayn't tend to the saving my own soul, nor the prosperity of my family, whenever I neglect to pray that the choicest blessings of heaven may descend on her Majesty and your Royal Highness, and that the Almighty may bless and preserve you long together. I am, in all duty,

"Royal Sir,
 "Your most obedient and respectful servant,
 (Signed) "GEORGE ROOKE."

The following letter was soon after sent from Prince George to Sir George Rooke, in reply to the foregoing:—

"St. James's, 26th January, 1704.

"I had so much concern for you, that I did not show the Queen your letter of the 24th. You may believe her Majesty and I have all manner of confidence in you, when we put the greatest trust of England in your hands; and that, therefore, Captain Whetstone's promotion to the rank of Rear Admiral was not intended as a slight to you, or disesteem of your service, for which we have a just value. I think that all sort of encouragement ought to be given to those who have been forward to go to the West Indies, and Mr. Whetstone carrying the flag there with approbation, was the occasion of his having it here.

"I should have asked your advice in this matter, had you been in town, but I remember, upon making the flags last year, all my council were of opinion that the Crown never tied itself to seniority, in chusing their officers. You may be confirmed of my esteem, by the regard I have always had of yourself and services, and will be satisfied, by the continuance of my kindness, that I am your affectionate Friend,

(Signed) "GEORGE."

Sir George Rooke, upon receiving this letter, instantly wrote the following to the Lord High Admiral:—

"May it please your Royal Highness,

"I have received the honour of your Highness' letter of the 26th inst., for which I cannot be sufficiently thankful. It is not fit for me to reply to your Royal Highness, but with the greatest submission and duty, and it is on that I humbly take leave to inform your Royal Highness this is the only instance, since that officer has been constituted in the navy, that the first Captain to the Admiral has been rejected in favour of a younger officer; and this neglect of mine has so impaired my credit and interest in the fleet, that I cannot think myself qualified to execute the great trust the Queen is pleased to repose in me.

"I have nothing to value myself upon but the reputation I have acquired in my country's service; and when I think that suffers, I am touched in my tenderest part, in which I am so very sensible on this occasion, that I must beg your Royal Highness to lay my letter before the Queen, and that you would be pleased to prevail with her Majesty in granting me my desired repose and retirement.

"I am, with all imaginable duty, Royal Sir,
 "Your most obedient and respectful Servant,
 (Signed) "GEORGE ROOKE."

This letter remained unanswered ; but on the 5th February following Captain Wishart received His Royal Highness the Lord High Admiral's commission promoting him to the rank of Rear Admiral of the Blue, and also orders to hoist his flag on board the Suffolk, at Spithead. Captain Wishart assumed his rank, but, at the express solicitation of the King of Spain, proceeded to Lisbon to land His Most Catholic Majesty, retaining his situation as Captain of the Fleet. Thus the spirited, yet respectful and proper remonstrance of Sir George Rooke, to an act that was certainly illiberal and unjust, had the desired effect, and, by the almost immediate promotion of Captain Wishart, showed that the Lord-High Admiral admitted his error, and readiness to repair the injury he had inflicted.

It appears from "Schomburg's Naval History," that both these officers received the honour of knighthood from Queen Anne ; and, further, that Sir William Whetstone was dismissed the service in 1706 ; and that Sir James Wishart, who, on the accession of George I., was Admiral of the White, and Commander in Chief in the Mediterranean, was also dismissed in 1715, but on what account does not appear in either case.

THE REVOLVING RUDDER*.

THE power of the rudder over the body of a vessel is as beautiful as it is simple, but long as it has been in operation there have been but few improvements in its structure. Mr. Holdsworth, however, notwithstanding the pressure of his parliamentary duties, has devoted his attention to the subject, and produced the very ingenious invention which has just been presented to the public. As we quote the description of this machine from the pamphlet, adding a diagram for its better illustration, we shall only remark, in a general view, that instead of hanging by pintles and gudgeons to the sternpost, it is made to rest by a pivot upon the prolongation of the keel, which is made to project sufficiently from the rudder to traverse freely, so that with rapid sternway it can be turned into the vacant space. Of the advantages to be thus gained, we must refer to the inventor's own words :—

This rudder possesses advantages of the utmost importance to vessels of every description, combining a security hitherto unknown with a very extended power of action.

Those who are acquainted with the rudder hitherto in use are aware that it can only be made available when a ship is moving by the head ; her course cannot be reversed, if the sea be at all disturbed, without incurring the danger of destroying the rudder by wrenching it off its braces.

The action of the rudder as hitherto constructed is confined by its shape and mode of hanging to an angle on either side of the post of about 35 degrees ; when a blow is struck upon it by a sea which would incline it to a greater angle than that to which it is limited, the shock from the blow so struck is received upon the pintles and braces ; when the shoulders of the bearding of the rudder, forced into violent contact with the stern post, form a most powerful fulcrum for their destruction.

The revolving rudder, being allowed to make an entire revolution on its axis, is deprived of that destructive quality ; it is, therefore, more secure, and as manageable when the ship makes stern-way, even in the most boisterous weather, as when she is moving in her ordinary course. The safety which this rudder will thus afford to all sea-going vessels must be easily understood.

* 'The Revolving Rudder,' invented by A. H. Holdsworth, Esq., M.P. for Dartmouth. London : J. F. Dove, Piccadilly.

To steam-boats, which have as ready a power of propulsion by the stern as by the head, but from the use of which power those who navigate them are debarred, by the imperfect and destructive form of the present rudder, this improvement will be of vast importance; whether the power of reversing the vessel's course be required at sea, or whether in narrow and confined harbours, where the means of moving in either direction will be a peculiar convenience.

By this construction of the rudder, steam-vessels intended for war purposes will become doubly useful, particularly when attending a fleet at sea; as they may move from ship to ship, either to tow one out of the line, or from a place of danger upon a lee shore, or to speak to another which is astern, without the necessity of turning—an operation which, from the length of the steam vessel, and particularly when on a lee shore, or in the midst of other ships upon the wing, is attended with inconvenience and frequently with great danger.

To a steam-vessel armed as a gun boat, this rudder will afford the power of keeping directly to windward, with the head always to the enemy. Such vessel, properly constructed, may alter her position and retreat against the wind and sea, with perfect safety to the rudder, and without exposing it or her broadside to the fire of the ship or fort with which she may be engaged; an advantage which can only be estimated by those who can fully comprehend the details of so important a branch of naval warfare as steam-vessels are likely to become.

For barges navigating rivers and canals, it offers as extensive an improvement; as it will enable those vessels with safety to enter narrow channels, from which they would be excluded if unable to come out without turning round.

It is well known, to those who are acquainted with the general principles of navigation, that the longer the vessel can be made for inland purposes, the better; as she may carry a large cargo, although narrow and of light draft of water. This rudder, therefore, will afford the means of trading with larger vessels in shallow water and confined branches of rivers, where very small boats alone, of ordinary construction, have hitherto been enabled to float.

- A revolving rudder can be attached with equal convenience to each end of the vessel; and by using them together, the windings of rivers may be followed, where, from the rapidity of the current round projecting points of land, a single rudder may not have power to turn the vessel sufficiently quick: indeed the action of the rudder at that end which is foremost is peculiarly adapted to sheer the vessel on such an occasion; rendering it, like the head sails when thrown aback, a very powerful auxiliary to the one at the other end.

Nothing can be more easy than to fit the revolving rudder to vessels of this description; and, as it will always turn on its axis in accordance with the direction in which the vessel moves, it will afford no obstacle to her course, except when intentionally fixed at a given point or bearing; possessing this peculiar advantage, that it will maintain its proper position at each end of the vessel, if left to itself; the one in the head requiring no attention except when it shall be brought to the aid of the other, without which interference, like the vane at the mast head, it will adapt itself to the current through which it is passing.

With regard to sea-going ships, whether when taken aback, or making stern way in stays, or when struck by heavy seas when the ship is scudding or laying to in a gale of wind, the revolving action of the rudder, if it be permitted to tend itself to the current, will render it secure from danger and free from the effect of those heavy shocks to which rudders which cannot make an entire revolution are exposed; whilst tillers, tiller ropes, and even men, will be saved by it, too many of whom have lost their lives in endeavouring to prevent that sudden collision between the rudder and stern post, which causes the destruction of pintles and braces, and ultimately of the rudder itself; producing a train of evils which are well understood by those who have been exposed to, and have survived, such calamities.

By the present mode of hanging the rudder, the stern posts of old vessels and of those badly put together are frequently shaken loose, causing leaks in the ships the most difficult to be discovered.

This cannot happen to ships fitted as now proposed, as the stern post will not be liable to a greater strain than any other part of the ship.

To those advantages which have been enumerated are to be added, that which this mode of attaching the rudder to the ship will afford, of replacing it by another without any difficulty, at sea, should it be broken on a shoal or rock, or shot away by any enemy; and that of allowing an anchor to be let go with safety from the

stern, and of bringing up the ship by it, if running through a narrow channel, or wherever danger suddenly appears a-head, upon which a ship would tail, upon swinging, if brought up in the usual way.

The following description of the rudder, when assisted by the engraving with which it is accompanied, will enable the reader to understand the mode in which it is constructed and attached to the vessel.

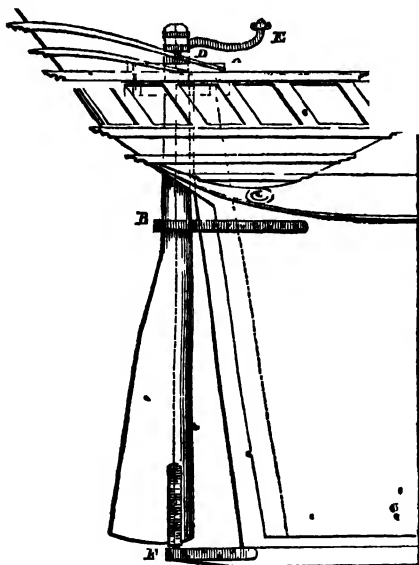
Few persons who take an interest in this subject are ignorant of the general form of the rudder now in use. In the revolving rudder, that portion of the main-piece which is above the hancing must be made perfectly round: but it may slightly taper towards the head from the lower to the upper collar; it may diminish also from the hancing to half the thickness at its foot, having a bearding on its front edge; it may taper also from the main-piece to the after edge, or be left of equal thickness, at the will of the builder.

The part which is rounded must work through two collars, one of which may be bolted to the transom, and the other fitted into partners on the upper deck, secured by bolts with nuts and screws to the beams; two rings, or washers, may be placed on the upper collar, and a fid, or pin, passed through the rudder immediately above them, which pin, or fid, working upon the rings, or washers, will suspend the rudder in its place.

Those parts of the rudder which work within the collar may be hooped with metal, to save the wood and diminish the friction when revolving.

The keel of the vessel may be allowed to extend sufficiently beyond the stern-post to take a brace or gudgeon at its end, in which a pintle fixed perpendicularly on the axis of the rudder may work.

The rudder may have a tiller turned up at the end, with a swivel upon it, to which swivel the tiller-ropes may be attached, enabling them to work true when the rudder revolves; or the rudder may be governed by a cogged wheel fixed upon its head, working into a pinion on an upright shaft, as in common use, or by any other apparatus which will enable it to make an entire revolution on its axis.



B. Lower Collar fixed to the Stern Frame.

C Partners in the Deck, with Metal Collar for the Rudder-head to work through.

D. Pin or Fid, to support the weight of the Rudder.

E. Tiller, with a Swivel on its end to enable the Tiller ropes to tend correctly when the Rudder revolves.

F. Gudgeon on the Keel, and Pintle working in it. The latter fixed perpendicular on the Axis of the Rudder.

In constructing a vessel to enable the revolving rudder to be used, it is only necessary that the stern-post should have such a rake, or stand at such an angle with the axis of the rudder, that the after part or heel of the rudder, when turned towards the ship, may pass clear of the stern-post.

The stern-post may be straight from the head to the bottom, being placed at

such an angle with the axis of the rudder as has been already described; or the part above the transom may stand perpendicular, from whence to the keel it may take such a rake as will afford the necessary space for the rudder to revolve.

This may be considered a general description of the mode of forming and fixing the revolving rudder. It may be varied, however, in the details, provided the basis on which it be constructed, viz., the power of revolving, be always kept in view.

As an instance, if it be deemed of moment to lower the rudder through the deck into its place, this object may be effected by allowing the heel to pass down between the two middle counter timbers, and through a score left in the after part of the lower collar. This collar, although so scored, will be sufficiently strong for its work.

Where a vessel has a deep counter, and the deck is of a sufficient height, the lower collar may be omitted, and another fitted into the counter timbers, which may be easily arranged for the purpose.

Again, as the weight of the rudder must be entirely sustained by the pin or fid on the deck, if it should be found, with the two metal rings under the pin, that the friction, occasioned by the weight of the rudder, offers too much resistance to the tiller in turning it, friction rollers may be introduced into the lower ring to work upon the collar, or may be fixed in the collar, and the rings upon them, and thus this inconvenience may be remedied.

With regard to the power of the tiller, it must be remembered, that the only duty which will be imposed on this tiller will be that of steering, or so moving the rudder as to change the course of the ship; resistance to the blow of a sea being no longer necessary to save the rudder from destruction, as it would be best preserved by being permitted to tend itself to the current.

The keel, which is left behind the stern-post, must taper on the sides to the size of the gudgeon, which will allow the rudder to be easily shipped, if the partners on the deck are unbolted before the head passes through them, giving the rudder a little freedom in the deck, until its bottom is above the keel; when, by replacing the partners in their birth, whilst the rudder is hanging upon the tackles, on lowering it into its place, the upper collar will become a sure guide for the pintle to the gudgeon in the keel, if it be centered correctly. The upper edge of the gudgeon may be bevelled and the pintle pointed, to avoid any difficulty in entering it.

Should it be deemed advisable to give any additional strength to that portion of the keel to which the gudgeon is attached, to preserve it from injury if the ship be allowed to take the ground where the surface may be hard and uneven, a knee fixed on the after part of the stern-post will accomplish the object, and will occupy too small a space to render it of any moment in the revolving of the rudder.

No inconvenience will be found in steering from the peculiar situation of this rudder. It may, indeed, enable the builder to construct his vessel much more full in the after body, not only because the position of this rudder will be advantageous in regard to its leverage upon the ship, but because the water will flow to it more freely. Its situation, indeed, as well as the mode of forming the rudder with a circular main-piece, working through a trunk or through collars, will be quite familiar to those persons who are acquainted with the vessels of the Chinese, and with the construction of the rudders used on the Rhine and the Seine; where a portion of the flat part of the rudder is in some cases placed before the main-piece.

The mode proposed of attaching the foot of the rudder to a piece of the keel, projecting for that purpose, is now in use in England. Indeed, an eminent builder of the present day prefers hanging the rudder on some of his steam-boats by a pintle on the keel and a single collar only on the deck, by which means his rudder turns very freely, and works entirely independent of the stern-post.

THE FALSE HORIZON.

A NEWLY-INVENTED instrument, called the False Horizon, has within these few days been submitted to me for inspection and trial. The principle on which the invention proceeded is so simple, the construction of the instrument so far from complicated, the method of using it is so easily acquired, and its utility appears so great, that to men of science in general, to geographers and astronomers in particular, I think no time should be lost in making the invention known. I shall more readily and freely use my humble endeavours to make it known, because no patent right or property therein is held or claimed; but whether overvalued or undervalued, by me, such as it is, the invention is given freely to the public, to be used, copied, or improved.

It is scarcely necessary to observe, that to astronomers and geographers there is no portable instrument of greater utility than the Artificial Horizon. With any of the instruments usually employed to measure angles by reflection, it furnishes the geographer with means of measuring the altitudes of celestial objects most accurately, when such altitudes are not less than fifteen or greater than sixty degrees. When altitudes fall within these limits, he may easily obtain the latitude of a place, or the instant of observation for the purpose of ascertaining its longitude; but to such limits nearly is the conjoint use of these instruments confined. Observations of the sun are those most easily obtained, and the simplest mode known for determining the latitude of a place is from the meridian altitude of that luminary. To furnish travellers with ready means of obtaining such observations, at any time of the year, and at any place on the globe they happen to visit, when the geographical position of that place has not been previously ascertained, may, therefore, be deemed a matter of importance to geographical science.

In Europe, or North America, travellers usually go forth in the summer, when the meridian altitude of the sun is greater than sixty degrees, consequently the artificial horizon and sextant cannot be employed for obtaining altitudes of that object, at or near to noon. They must, therefore, either have recourse to other celestial objects, or use instruments less portable, less convenient, more complicated, more costly, and liable to damage. To travellers in lower latitudes, and within the tropics, it rarely happens that the meridian altitude of sun or moon can be obtained, since they generally exceed sixty degrees. It may be pertinent here to notice that the angle of reflection being equal to the angle of incidence, altitudes observed with an artificial horizon are twice the quantity required. Sixty degrees of altitude would be 120 on the arc of a sextant, and, therefore, not far short of the utmost range given to the index of that most useful and convenient instrument. This being considered in conjunction with the fact, that altitudes under fifteen degrees, though often required, cannot well be measured when the artificial horizon is employed, we may ask why the geographical position of places hitherto visited by travellers has so seldom been fixed; that is to say, that the places assigned to them by different travellers have not corresponded with each other, or fallen within satisfactory limits. Difficultly from the causes set forth has been felt by all travellers, and lamented even by those who were capable of resorting to other means of ascertaining positions in latitude such as the meridian altitudes of numerous stars on each side of the zenith. To remove that difficulty, Captain W. F. W. Owen, R.N., has now suggested the use of a polished plane or speculum inclined to the natural horizon at a convenient angle, for the purpose of increasing altitudes, to be observed when under fifteen degrees, and of diminishing them when above sixty, so as to facilitate the observation thereof; that is, to create a convenient error, the quantity and effect of which might be constantly known or easily ascertained. On this simple principle, and under the directions of Captain Owen, the instrument, of which a geographical

**SUGGESTIONS FOR A MODE OF BRINGING TO ENGLAND THE OBELISK
AT ALEXANDRIA, CALLED CLEOPATRA'S NEEDLE.**

The dimensions of the obelisk are stated:—

126 feet in length.

6 „ square at bottom.

4 „ at top.

This gives a content of 3150 cubic feet, which, the specific gravity of granite being $2\frac{1}{2}$ nearly, makes the weight 222 tons.

The quantity of fir which must be joined to it to make it equal in weight to water, is three times its bulk; the specific gravity of fir being $\frac{1}{3}$; but in order to float the obelisk about $\frac{1}{4}$ th of the section above water, there would be required 16,000 cubic feet of fir, or 220 tons.

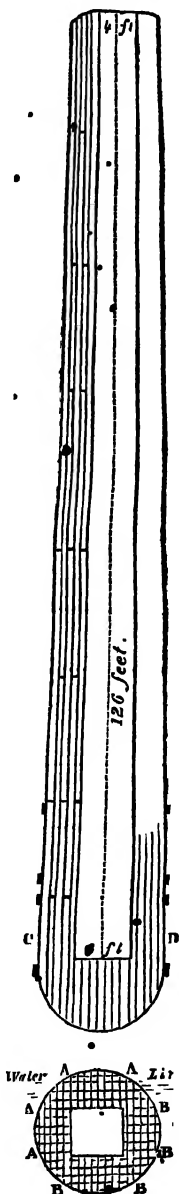
The quantity of iron employed in binding the balks together would be about 40 cubic feet, allowing it to be bound every 5 ft. with straps 2 ins. by 1, as shewn in the sketch. This quantity of iron would require 260 cubic feet of fir to support it, making a total of 230 tons. The price of American fir is about 2s. per foot cube, which would therefore be £1700
40 cubic feet, iron . . . 400

£2100

The cost of labour is not easily estimated. The distance to the sea may be about 300 yards, which distance the obelisk must be moved on rollers, and a breach be made in the town wall to allow it to pass; this would bring it to the old harbour, where the fir might be disembarked in readiness to form the float. Common carpenters and blacksmiths would be the only tradesmen required; and with a working party from the ship's company, would probably be sufficient to complete the float, &c., in a month.

The balks and obelisk would be so united into one mass, that even if abandoned by stress of weather, and driven ashore, it is considered it would not go to pieces, and would be recovered when the weather moderated.

The depth of the float in the water would be 13 to 14 feet; from its shape the direct resistance of the



water to its progress would not be great; but from its great length the resistance, by the adhesion of the water to its sides, would probably be of such consequence as to require consideration: masts might, however, be adapted so as to assist its progress in a fair wind.

Another matter for consideration, or rather experiment, is, the buoyancy lessened by the fir by the long immersion in water. The 4th above-mentioned would be enough for this; or the quantity of wood might be reduced to that merely necessary for floating the granite, and the additional buoyancy obtained by a row of casks, so that the safety of the float would still be independent of any accident happening to them.

The float it is proposed to tow by steam vessels; and it is considered that if it leaves Alexandria in the beginning of June, it will reach Gibraltar at the end of July, so as to cross the ocean during the fine month of August.

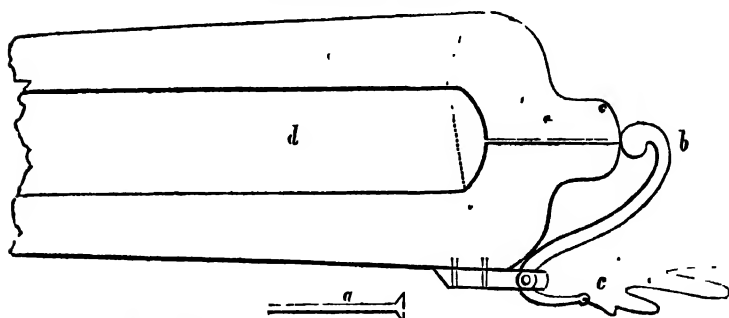
Palm trees could probably be obtained in the country from the banks of the Nile, the specific gravity of which is less than that of fir; whilst their shape, great length, and straight growth would make them very applicable for the purpose desired.

P.

PATENT BREACH FOR GUNS.

The decided superiority of the Patent Breach has been long established in fowling-pieces: why may not the same principle be acted upon with guns? thereby doing away with the back action of the powder deadening the revil, leaving a clearer line of sight, throwing farther, and preventing the liability of rain causing the gun to miss fire, by the vent filling with water from its perpendicular position. I beg leave to recommend a hammer and detonating tube as quicker and more certain. Annexed is a plan:—

Section of a 12-pounder.



a Detonating tube.

b Hammer.

c Line to pull it up against detonating tube.

d Chamber of gun.

Dotted lines shew original touch-hole, and back action of powder causing heavy revil.

FUSIL.

AN UNNOTICED KEY TO THE CAMPAIGN OF 1813.

AN incident, which belongs to the year 1813, affords a fresh proof that, metaphorically speaking, a *mouse* may produce a *mountain* ! With respect to two occurrences which succeeded that incident, it might not be difficult to show, what would have been the consequences of the battle of Dresden, if Vandamme had not marched down into the low ground about Töplitz ; nor what would have been the result of the mighty struggle at Leipsig, had Blücher or Bernadotte come upon the ground four-and-twenty hours later ; these two points have been discussed by many a tactician, but there is a little episode in the annals of military romance, which forms a species of preface to the events of the memorable campaign in question, and seems hitherto to have been strangely overlooked, except in a casual hint which occurs in the Memoirs of Gouvion St. Cyr. The French army had evacuated the Russian soil ; and it became plainly incumbent upon Murat to have forthwith collected its remains, and, incorporating them with troops drawn from every point within reach, to have maintained his ground on the *lower banks of the Oder*. This he was both inclined to do and had the means of effecting. With regard, indeed, to the opportunity being his, it is notorious, that the Russian forces advanced at a mere snail's pace, and were in a state of such total disorganization, that, so long as Kutusoff's life was spared, and the winter season held, no offensive operations were thought of. In this state of things, a *skirmishing party of eighty Cossacks stole into Berlin*. Augereau, who was then governor of the Prussian capital, being dreadfully alarmed lest the ground should slip from under his feet, despatched orderlies and adjutants one after another to Murat, and effectually succeeded in making him a fellow partner in his panic. Murat, consequently fell back upon Berlin, and, without much further delay, threw himself behind the Elbe and Saale. Now, it is quite evident, that if he had not abandoned his positions on the Lower Oder, the chances of a rising in Prussia would have continued extremely remote ; nor, indeed, were any decisive steps taken towards it, until Berlin was entirely freed from the enemy's presence. This event did not occur until the beginning of March. Suppose for a moment, that the battle had been fought, not at Lützen, but on the Oder, and that Napoleon had won the day on the one occasion, as he did on the other, how totally different a turn might not the campaign of 1813 have then taken ? And what incident was it, which stepped in to prevent it ? A mere handful of Cossacks, who galloped across the Oder, which was then ice-bound, in a drunken frolic, rode up and down the streets of Berlin as if out of their wits, and kicked up dust, which scarcely put one mortal being *hors de combat*.

A PRUSSIAN OFFICER.

FOREIGN MISCELLANY.

RETROSPECT OF MONTHLY MEMORABILIA.

August 5th, 1716.—*Peterwaradein* was, on this day, the scene of one of Prince Eugene's most splendid achievements. Twenty thousand Ottomans lay stretched on the field of battle, and half that number were drowned in the Save. Amongst the dead were ten Pashas, the Aga of the Janissaries, and the Grand Vizier himself. The latter, so soon as he perceived the day was lost, in a fit of rage, cried out to his satellites—"The dog of a Christian shall not survive me: let him be torn to atoms!" The horrible mandate was instantly sealed with the blood of his prisoner, Count Breuner; and the tyrant, having glutted his vengeance, rushed into the thickest of the fight, and breathed his last on the field of battle! The whole Ottoman camp, consisting of fifty thousand tents, one hundred and seventy-two pieces of heavy artillery, one hundred and forty-nine standards, five horses' tails, and a military chest of four hundred thousand pounds in hard silver, fell into the victors' hands.

August 7th, 1479.—After a sanguinary contest of six hours, the Emperor Maximilian totally defeated Lewis the Eleventh's general, Crevecœur, near Guinegate, a village in the earldom of Artois, made himself master of his adversary's camp, and relieved Terouenne. On the eve of the onset, Maximilian harangued his troops—"Remember, my brave soldiers, that you are contending but as one man against another; victory is in the hands of God alone. Your emperor covets none other man's goods; he seeks but to defend his own against an unholy freebooter. Soldiers, it rests with your gallant hearts to avenge him of this wrong, and chastise yon spoilers of nations. Yes, my noble fellows, hand in hand with you, as sons and brethren, he will fight the good fight, and die or conquer by your side!" Thus saying, he sprang from his saddle in full mailed panoply, fell upon his knees, and raised his prayers to heaven; the whole army followed his example, and braced with confidence in the stay of the Lord of Hosts, battled with their antagonists, until victory begirt their monarch's brow with laurels.

August 13th, 1704.—The memory of this day will survive until the memory of British valour itself shall have "perished from the things that be." One hundred and twenty-eight years have now elapsed since the field of *Blenheim* enshrined the names of Marlborough and Eugene in the affections of our fellow-countrymen. Twenty thousand French and Bavarians, led by the elector and Marshals Tallard and Marsin, found an inglorious grave where they advanced to reap a certain victory. Tallard was taken prisoner, and with him, 20,000 of his host, whom their leaders had deserted, 300 standards and ensigns, 120 pieces of cannon, and the major part of their baggage. "What, fifteen thousand Frenchmen throw away their arms without firing a shot!" exclaimed the haughty Lewis, in the bitterness of his anguish; and de Maintenon lavished her sweetest blandishments on the agonized monarch, in the vain hope of stifling his grief. "Would to heaven," she lisped, "our marshals could witness this affliction—how would they burn to wipe away the stain!"

August 26th, 1346.—Anniversary of the battle of *Cressy*, in which fell John, the blind king of Bohemia. At the commencement of the contest; the gallant Bohemian ordered his knights to lead him to the spot, where his son Charles was engaged. "No matter that I am blind," exclaimed John, "I will yet try the edge of my trusty blade, so that men may not say of me, I was present at the fray, and played an idler's part;" and with this, he galloped between two knights, who had bound their horses to his own, into the midst of the contending hosts. When told that all was lost, and that it was incumbent upon him to provide for his personal safety, "God forbid!" he cried out, "that a king of Bohemia should turn his back upon his foe; I will save my friend Philip this day, or perish in the venture. But, sirs, I commend Charles, my dear son, to your protection." The generous prince's

body was subsequently discovered, and around it lay the corpses of fifteen Bohemian barons and fifty Bohemian knights. We need scarce remind the reader, that it was the hero of this splendid day, black Edward, who, on approaching the body, shed a warrior's manly tear over it, and extracting the plume and its device "Ich dien" from the slain king's helmet, placed it on his own. From that hour it has remained the armorial emblem of every succeeding Prince of Wales.

FRANCE.

This year's estimate for the War Department falls under the subsequent heads, and consists of the following amounts:—

Head Administration (Paris)	Fr. 2,004,667	or £ 80,190
General Staff	16,372,000	„ 654,880
Gendarmerie	18,622,000	„ 744,900
Recruiting Department	489,000	„ 19,500
Pay and Maintenance of the Troops	209,060,000	„ 8,336,200
Military Courts and Tribunals	261,000	„ 10,440
Remounts	4,743,000	„ 189,720
Munitions and Equipments for the Artillery	22,070,000	„ 882,800
Equipment of the National Guard	8,100,000	„ 324,000
Munitions, &c. for the Engineers	14,750,000	„ 590,000
Military Schools	1,988,000	„ 79,520
Invalids	3,139,000	„ 125,560
Temporary and unforeseen charges, and Secret Service Monies	7,893,400	„ 335,730
	<hr/>	<hr/>
	309,492,067	£12,373,640

INCREASE IN THE NAVAL FORCE.

Independently of the fifty-two frigates, which are at present building in the French yards, there are five ships of the line (three of which are to carry 100 guns each), and five brigs, constructing at L'Orient.

POSITIONS OF THE ARMY.

The French army, so far as concerns that portion of it which may be said to be on active service, is quartered in the following manner:—Ten regiments of the line, three of light infantry, and twelve of cavalry, occupy the fortresses in the northern departments. Five regiments of the line, three of light infantry, and twelve of cavalry, are stationed in Paris and its vicinity. The eastern line, from Metz to Grenoble, is formed of thirteen regiments of the line, three of light infantry, and fifteen of cavalry. The western departments are occupied by twelve regiments of the line, three of light infantry, and five of cavalry. The remainder of the French troops are in garrison in the inland and southern departments.

MORTAR FIRING.

Two officers of engineers at Metz have discovered a mode of imparting so steady and certain a direction to the course of bomb-shells, that their fall at a given point may be calculated with mathematical precision. The experiments which have been made, with a view to ascertain the merits of this new system, are said to have been attended with complete success.—(*French Paper.*)

SWITZERLAND.

The great annual meeting of the several "Societies of Sharpshooters" throughout the whole Confederation, will be held this year in Lucerne, and begin on the 1st of next month. The Lucerne Association, in conjunction with eighteen Societies in other cantons, have volunteered to defray the expense, under the sanction and patronage of the Government of Lucerne. There will be as many as seven-and-thirty targets erected, and the value of the several prizes, including the prizes of honour, will not fall short of 20,900 Swiss francs, nearly 1700*l*. The invitation, which has been received

by the Societies of this canton, is expressed with great cordiality and good humour. Some dozen or more of the best shots in the canton (and it may be readily imagined there can be no lack of excellent marksmen, when there is not a town, and indeed scarcely a village of any size in Switzerland without its own society), are deputed by each of the cantons to uphold the honour of its name in the use of the rifle.—(*Geneva, 23rd June.*)

AUSTRIA.

About thirty general officers, whose age and infirmities render them incompetent to do active service, have been placed on the retired list; and, on occasion of the promotions to which the consequent vacancies have given rise, the Emperor of Austria has directed, that, for the future, no Colonel shall be raised to the rank of Major-General, who has not bodily strength enough to encounter the fatigues of "duty in the field."

PRUSSIA.

The battalions of the line, which are a thousand strong in time of war, are reduced to six hundred when placed on the peace-establishment. In the early part of the spring, they were reduced to two hundred; at least, those who had a home, were offered free permission to quit the ranks, and it was intended to retain such only as had nothing to lose or care for. In the latter case, the strength of the battalions would have been pared down to two hundred men each; but very few more than half the number expected have availed themselves of the offer, and the major part of the battalions are, therefore, from three to four hundred strong. In fact, the National Militia (*Landwehr*) has attained to so high a degree of discipline and military efficiency, as to have superseded the necessity of keeping up so large a standing army as was before indispensable. It is confidently said, that fixed terms of service are to be done away with, and that the soldier will be allowed his discharge after giving proof that he is thoroughly master of his duty. Such a regulation as this will, it is conceived, induce every young man to acquire the use of fire-arms before he enters the service, and, in this way, indirectly convert every man in the country into a soldier.—(*Letter from Berlin.*)

BERLIN.

Preparations are making for the long-talked of monument to Frederick the Great, and it is the express command of the King of Prussia, that it shall be erected within five paces from the Linden Gate, in immediate proximity to the monuments in commemoration of Blücher, Bülow, and Scharnhorst. It is to consist of a colossal obelisk, decorated with a figure of Victory leaning forward and holding a crown of laurels over an equestrian statue of the great Frederick.

HANOVER.

REDUCTION OF THE ARMY.

A sum, equal to nearly twenty thousand pounds, has been struck off from the army estimates for the ensuing half year's expenditure. During the debate upon this subject in the Lower Chamber, it was observed by one of the members, M. Wëdemeyer, that, though it was true Prussia might, probably at a short notice, raise her equipment to a war-footing, it was otherwise with minor states. He contended, that it was not advisable to reduce the Hanoverian army, as was proposed, to *thirteen thousand men*; that it would be impossible to send an army into the field with so sorry a nucleus as this; and that, if the attempt were made, not a man could be kept at home, so as to protect Hanover from falling a prey to the first incursion of a corps of hostile marauders. He added, that there was nothing like such an excess of cavalry officers as had been complained of; for, in Hanover, there was only one to every eighteen men, whilst in Wurtemberg the proportion was one in nineteen, and in Saxony one in twenty. In this respect, the Hanoverian cavalry has but its war-complement; the infantry, however, is far less efficiently appointed.—(*Hanover, 26th June.*)

WATERLOO MONUMENT.

The 18th of June, being the anniversary of Waterloo, was selected as an appropriate day for first exposing the Waterloo monument*, which has been raised by voluntary subscription, to public view. At nine in the morning the garrison was paraded, under the command of his Royal Highness the Duke of Cambridge, in the Herrenhausen avenue, and thence marched to the parade, where they formed an open square, with their faces towards the monument. On a gun being fired, the covering fell from it; the bands struck up a *Te Deum*, which was followed by "God save the King," and the assembled multitude then gave repeated cheers. The several regiments collected, afterwards defiled before the monument, his Royal Highness marching at the head of the yagers of the guard, accompanied by Prince George of Cambridge. At noon, about six hundred Waterloo men, non-commissioned officers, privates, invalids, and discharged soldiers, sat down to dinner at his Royal Highness's expense, in the Riding-house; and a banquet was also given to the corps of officers in the royal palace at Herrenhausen. For this purpose, the spacious Orangery was tastefully decorated with trophies and garlands, relieved with the colours of the various regiments which had fought at Waterloo. His Royal Highness presided at the table, which was laid for three hundred and forty covers.

MAJOR-GENERAL COUNT VON ALTEN, G.C.B.

On the 24th of July last year, the officers resident, or quartered in Hanover, celebrated the fiftieth year of Von Alten's military services by a splendid festival. The occasion has since been commemorated by a folio record, from which we have sketched a biographical fragment, which, as that of a soldier who contributed, in no mean degree, to enhance the martial glory of the British name, cannot fail to interest every class of our readers. CHARLES COUNT VON ALTEN is descended from an ancient Hanoverian family of noble extraction, and was born on the 20th of October, 1764. He entered the service of his native country as an ensign in the foot guards, when in his seventeenth year; and, without regard to his short standing in that service, was, in 1790, posted to the rank of lieutenant and adjutant-in-chief on the staff, Field-marshal von Reden, who was at that time commander-in-chief of the Hanoverian forces. Upon their being sent into the Netherlands two years afterwards, to take part in the protection of that quarter from the revolutionary designs of France, he accompanied Field-marshal Freytag in a similar capacity; and the first field operations in which he participated were at the battle of Farnars. He was one of the foremost at the rescue of his commander, who had been wounded and made prisoner; and he led a grenadier company at the brilliant exploit of Menin, at which General Hammerstein commanded. During this campaign, young Von Alten was entrusted with the execution of several difficult operations, of which he acquitted himself in a very able manner. In the year 1795, we find him holding a majority in the Hanoverian Guards; but the arduous duties in which he had been engaged, having brought on an attack of the gout, which crippled him for nearly two years, he was on the very point of throwing up his commission when he was diverted from the design by his promotion to a lieutenant-colonelcy. In 1803, the ill-starred convention of Lauenberg having brought about the dissolution of the Hanoverian army, Von Alten was one of the first who determined to abandon the German soil, and fight the battles of his sovereign and country under the British flag. Having reached England in safety, his services, experience, and devotion, attracted the notice of the British government, and in November of that year, he was appointed lieutenant-colonel-commandant of the first light infantry battalion of the German Legion, from which post he was promoted in 1804 to that of full colonel of the same battalion, which he subsequently commanded on the expedition

* A colossal figure of Victory.

against Copenhagen. Four years afterwards, the German Legion forming part of the gallant band who were despatched into Portugal under General Sir John Moore, he was made brigadier-general, and having returned to England with the shattered remnant of Moore's force, in July, 1819, he accompanied the unfortunate expedition to Walcheren. The continued success of the British arms in the Spanish Peninsula having encouraged the cabinet to support the hero of Busaco, with enlarged means, Vol Alten was again sent to Portugal with his brigade in 1811; and, in April, 1812, the Earl of Wellington evinced the sense which he entertained of Von Alten's merit, by appointing him to the command of the entire light division of the British forces under his immediate orders. The Count was now summoned to attest his fitness for a far more extended and elevated sphere of action; and those who are at all familiar with the memorable transactions of the Peninsular campaign, will not need to be reminded of the laurels earned by the light division and their gallant leader. To say nothing of the less important conflicts in which they were engaged, the fields of Salamanca and Vittoria, and their brilliant achievements in the Pyrenees and at Nivelle, Nive, Orthez, and Toulouse, will survive as a proud and imperishable monument to their own fame and that of Von Alten. On other occasions, too, where he held still more important commands, his services were conspicuous, and deservedly appreciated by the greatest captain of the age. He had seen three-and-thirty years of service, when the rank of lieutenant-general was conferred upon him, and at this time took the command of the Hanoverian troops in the Netherlands, as well as received the distinguished honour of being placed at the head of the third division of the British army. Nor can any soldier desire a more brilliant close to an active, eventful, and honourable career, than the glory of having filled such a post as this on the never-to-be-forgotten fields of Quatre Bras and Waterloo. Though present in two-and-thirty conflicts, Count Von Alten had escaped without a single hurt; but in this, his thirty-third, and the coincidence with the numerical period of his service may not escape remark, he had the misfortune to receive a wound, the torture of which was felt for many a year afterwards. Long may he yet enjoy the proud and cheering retrospect of a life which has gilded his declining years with the esteem and admiration of his sovereign, his companions in arms, and his fellow-subjects.

GERMANY.

GERMAN MILITARY LITERATURE.

Literatur der Kriegswissenschaften und Kriegsgeschichte—The Literature of the Science and History of War, by Major-General J. G. Von Hoyer, of the Prussian service. 8vo. pp. 668.

A Library Companion for Officers. Vol. II.

General Von Clausewitz, one of the best officers in the Prussian service, has left behind him a collection of most valuable MSS., which he directed to be published after his decease, and will form 8 vols. 8vo., namely:—

The Art of War, 2 vols.

History of the Campaign in Italy. Anno 1799. 2 vols.

History of the War in Italy. From 1799. 2 vols.

History of the War in Russia, in 1812. 1 vol.

History of the War in France, in 1814 and 1815. 1 vol.

The comprehensive nature of the first-mentioned of these works may be inferred, from the following enumeration of the titles of its several sections, —1. On the Nature of War. 2. The Theory of War. 3. Strategics in General. 4. The Battle-field. 5. The Sinews of War. 6. Defence. 7. Attack. And 8. Of Plans for Campaigns. Two or three volumes will appear at Berlin, in the course of the present year, and the remainder in the course of the year 1833. To subscribers, the price of each volume is, for the present, two Prussian dollars. The work will have the general title of *Hinterlassene Werke des Generals Von Clausewitz*—or, The Posthumous

Works of General V. C. On War and the Conduct of War; illustrated by the Annals of the later Wars.

RUSSIA.

The Russian government is making preparations on a formidable scale to secure the future mastery of the Black Sea. On the 13th of April, the keel of a ship, of the line of 120 guns, was laid down in the yard at Nikolajeff. She is to be constructed according to the plans supplied by our fellow-countryman, Admiral Greig, and is to be called the *Warsaw*. He is engaged, also, on the elevation of another vessel, which is to carry 130 guns, and to be built in the same port. She is to be christened the *Blahodat*.

CAMPAIGN IN DAGHESTAN.

[We know so little of what is passing in this far-distant region, or of the high courage with which the mountaineers of the Eastern Caucasus are contesting the progress of Russian conquest in that direction, that our readers will be grateful to us for introducing to them an original letter from a native officer in the Emperor's service—at least a faithful translation of it. The spirit in which it is written will form a novelty, too, in the eyes of the more polished soldier of the South.]

“Settlement of Gubben, 25th August, 1831.

“You inquire whether we are not resting on our laurels after our victory at Tarli? Not a bit, my good friend. Our towering laurels are, like the roses with you, beset with thorns; and bullets are pouring down upon us as thick as almonds. We treated Kasi-Mullah's hosts to a banquet, for the second time, on the 19th of June, and now we are on a galling excursion into the mountains, deal our blows right and left on the rebels' backs at every encounter, disinfect their eyries with fumes of gunpowder, and tumble them down stone by stone, that they may receive a sound airing. I will now relate an occurrence, which has the merit of originality at least to recommend it. On the 22nd of this month, the anniversary of the Emperor's coronation, we neared the settlement called Kasanishishi, which has long deserved scourging, for its treacherous behaviour to the Russians on repeated occasions, as well as the vigorous aid which it has lent to the zealots who cling to the pseudo-prophet, Kasi-Mullah. Our spies brought us timely information that the inhabitants had removed their wives and chattels to inaccessible mountains; a portion of them, however, having acquired an accession of strength by junction with another swarm of Daghestan rebels, determined upon standing their ground in the settlement itself. Those who are strangers to the mountains of the Caucasus cannot form a conception of the advantages which an enemy possesses, from taking up his position in a country strewed with rocks and furrowed with defiles; and to this you may add, the irregular manner in which the Tartars build. Every garden has its ditches and impervious hedges, and every church-yard is armed with upright tomb-stones; so that your antagonist has a thousand resources at hand for contesting every inch of ground, and effectually masking and covering his defence. But, tell me, what is there which can resist a Russian-trans-Caucasian? The royal pistols* thundered, a few grenades heralded our entry into Kasanshishi, and a chain of sturdy sharpshooters instantly surrounded the entrance from the north. The firing opened on both sides. The din of drums, and one hurrah after another, re-echoed from rank to rank. General Kochanoff, who led our operations like an experienced commander, exposed himself as coolly as the commonest soldier, whilst rank and file, exhausted as they were by their prowess, drove the enemy from their entrenchments, and hunted them from house to house. Flames issued from every quarter of the town; and so soon as the Lesghis observed that they could not make face against us, they made off for the mountains. We set to, and fairly stripped the place naked, and so brought

* *Padishah Tapendshi*; the name given to cannon by the Tartars.

the affair to an end; here and there it might chance, I admit, that our outposts occasionally interchanged a shot or two with the enemy, as he was sneaking through the thicket. Dinner-time was now at hand, and the General invited his staff and the officers to partake of a slight repast. You will readily imagine how heartily we enjoyed ourselves! A delightful prospect lay before us, as we looked down from the hill, at the foot of which the town is situated; the movement of our army, the distant fire of musketry, the enemy scampering off in the distance, and our Don and Mussulman horse tracking them as they flew, lent animation to the prospect. But nothing delighted us so much as our having on this day, when Russia leapt for joy as she placed the diadem on the brow of the most excellent of Cæars, entwined a new wreath around his brows. Upon raising our goblets, sparkling with champagne, to the health of his Imperial Majesty, the enemy, who had crept for covert behind rocks and shrubs, fled across to the precipice on the other side; by the General's orders the evolution was greeted with salutes of grenades, which exploded in the midst of them; and athwart the detonation our hurrahs and cheers resounded in full chorus! Such minutes as these, my friend, sink every fatigue, peril, and disease, under our present sky, into oblivion.

REVIEWS AND CRITICAL NOTICES.

WAR OF THE SUCCESSION IN SPAIN, BY LORD MAHON.—After the lapse of more than a century, and when the subject had been long incorporated with the great body of general history, the publication of a new and distinct Memoir upon the Succession War argues the discovery and employment of new materials tending to illustrate and enlarge its existing details. Such appears to be the case in the Work of Lord Mahon, who, having consulted the MS. papers of his relative, General Stanhope, for a time the commander of the British auxiliary troops in Spain, and subsequently a Minister of the Crown in England, has been induced to re-write the History of the War. This task his Lordship has executed with candour, research, and precision; elucidating obscure points, and bringing into more intimate view the celebrated persons who figured on that theatre, especially Lord Peterborough. The Narrative is confined to the transactions in Spain, of which it forms an able commentary and a valuable record.

GILPIN'S PRACTICAL HINTS ON LANDSCAPE GARDENING.—The author of "Forest Scenery" has transmitted a name and reputation which are worthily sustained by the writer, whose interesting volume is before us. There is "scent and beauty" in this very title of Mr. Gilpin's production; and we envy him the *dulcis labor* of his enchanting vocation. In auld lang syne we have ourselves witnessed the bold and rapid creations of his brush, and called to our aid that taste and skill which so eminently qualify our *ci-devant* Professor for the practice of landscape-gardening. With

an eye quick as thought to embrace every feature and combination of his subject, and with a sound judgment to give his plans effect, there is no individual, in our opinion, professing this beautiful art, better qualified than Mr. Gilpin, either to practise what he writes upon, or to write upon what he practises. His book, comprising his own views, and criticising some opinions of Sir Henry Stewart and other writers on the subject, and illustrated by plates, is both instructive and entertaining. "Had we a thousand" acres to be laid out we should consign them to the tasteful hands of Mr. Gilpin. Our demesne of yore was far more stinted; but as our author pointedly observes, perhaps with reference to ourselves, "the hand of taste may be discovered in the embellishment of half an acre."

FINDEN'S ILLUSTRATIONS OF MURRAY'S BYRON, Part III. THE BYRON GALLERY, Parts I. and II.—Both these series of Embellishments, in illustration, the former of Mr. Murray's complete edition of Byron, the latter of "every edition of the Poet," are beautiful—Finden's exquisitely so. This series is confined to Landscapes, which are most happily chosen. The "Byron Gallery" selects subjects more general and dramatic, though sometimes less pleasing. Both deserve success.

THE HISTORY OF THE WESTERN WORLD. THE UNITED STATES, Vol. II.—The History of the United States of America is here completed down to the present time, forming the 33d vol. of the Cabinet Cyclopædia.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 29th August, 1832.

MR. EDITOR.—You are, no doubt, aware that the Admiralty have recently established at this port a school of instruction in naval gunnery, on the principles and according to the details so ably recommended by Major-General Sir Howard Douglas, in his well-known work on naval gunnery,—“A treatise which,” says one of the highest authorities in the navy, “every officer should have by heart *;” but which, up to this period, have never had any fair trial on a scale commensurate to their importance. The object which their lordships now have in view, seems not only to be the establishment of a permanent corps of seamen-gunners, to act on board ship as master-gunners, captains of guns, and in other leading capacities, but the creation of a *dépôt*, as it may be called, where both officers and seamen of his Majesty's ships may be so thoroughly instructed in the theory and practice of gunnery, that, on going to sea in other ships, they may impart to the whole crew more or less of this knowledge; and thus, by one uniform system, render our ships vastly more efficient in war, and more in a condition to cope with those of other maritime nations. It is not enough to say that, in former times, we succeeded in gaining our point without all this scientific instruction; for, in the first place, this assertion is not quite true, inasmuch as the extent and variety of our actual practice during war, in point of fact, did teach most of those very things which it is now intended to supply by a more regular systematic course of instruction; and, in the second place, we must consider the grand stride which all kinds of scientific knowledge has made of late years, and that, unless we, too, step out briskly, we shall inevitably be left in the rear. It is needless, however, to discuss at this hour of the day the question of the utility of instructing our officers and seamen in naval gunnery. Sir Howard Douglas, Sir Samuel Pechell, and others, have exhausted this view of the matter, and it only remains to show in what way it is proposed to carry so wise a purpose into execution. Their lordships, it appears, have directed that a certain number of active and carefully-chosen seamen, not above thirty years of age, shall be engaged for five years, at an advanced rate of pay; and at the expiration of this period the term may be renewed, at a further advance of pay. From this body of men, duly instructed, it is proposed that, in future, the gunners, gunners-mates, and yeomen of the powder-room, will be selected, in order that they may communicate to the whole crews of the ships to which they may be appointed, the knowledge which they have acquired at the *dépôt*; and thus a regular and consistent method of great-gun practice may be established throughout the fleet. His Majesty's ship *Excellent*, an old seventy-four (Lord Collingwood's ship in the 14th of February off Cape St. Vincent), had been fitted up in this harbour as the *Dépôt* of Naval Gunners, under a sixth-rate's establishment, with a complement of two hundred men. As part of this establishment, a lieutenant, three non-commissioned officers, and two privates of the marine artillery, have been placed on board. Of course, great care has been taken in the selection of these important persons, who have already been thoroughly instructed in every necessary branch, theoretical and practical, of the science of naval gunnery,—as it is from them, as a nucleus, that the main body of the corps of seamen-gunners is to spring. The whole establishment has been placed under the command of Captain Hastings.

I shall now briefly advert to the various duties on board the *Excellent*, remarking, however, by the way, that in order to judge correctly of the manner in which they are attended to, they must be witnessed in person; for

* Observations upon the Defective Equipment of Ships' Guns, by Captain S. John Pechell, 1825.

every one knows, that while it is the easiest thing in the world to make matters look smooth and beautiful on paper, these very things, when viewed close at hand, may prove anything but efficient. I have accordingly visited the Excellent many times, and having watched every part of the training and practice with attention, I venture to say that the promise is in the highest degree satisfactory. In the first place, you will learn, I am sure, with particular satisfaction, that not merely the seamen are instructed in their respective duties at the guns, but also the midshipmen, of whom there are a considerable number on board—very fine and intelligent young men—and likewise the commissioned officers. Every person, in short; without exception, on board the Excellent, is required not only to make himself thoroughly—I may say familiarly, acquainted with the names of every part of the gun, and carriage, to the smallest bolt, rope, or ring, but he must understand, and prove that he does understand, their several uses. For example, he must explain what is meant by the term the “dispart,” in terms of lineal magnitude, and also in degrees; how it is taken; what are its purposes, and what the consequences of error;—what is meant by line of metal range; what constitutes point-blank; and, in a word, what is the effect on the range of a shot by elevating and depressing the gun. He must become acquainted with all the details relating to proportions of powder in the different charges, the effect of double-shotting, and so on. He must also prove that he is perfectly master, in his own person, of every part of the manual exercise; and, by repeated drilling, both in working with his own hands at each of the stations into which the crew of a gun is divided, and in giving the word of command, render himself fully competent to take any station at any gun, and under any circumstances.

I need not dwell on the various steps of this course of instruction, nor on the different time which it costs different persons to acquire the proper degree of knowledge. No one, however, is allowed to advance from one stage till he is perfect in that which he is first set to. Thus, neither officer nor man is admitted to the actual firing practice, till he satisfies the commanding officer that he is completely versed in the manual exercise, and in giving the word of command; and it is amusing to see the eagerness with which they all desire to step up from the hum-drum routine of mere drilling without shot—a sort of playing at the movements—to the more exciting process of actual firing. The mere smell of powder, and the actual recoil of the gun, without help from the train-tackle, form sources of satisfaction; but when shot comes to be fired, and a mark aimed at, the animation of the process is multiplied many times, and a sensation akin to that of real service comes over the scholars' minds with a most salutary instruction. Indeed, this union of practice and theory seems to be admirably managed by Captain Hastings; and, under him, the able officer of the marine artillery, Lieutenant Farrant, who appears to take the utmost pains to explain the purpose of every operation, even the very minutest, to the seamen, as well as to the officers, who show, in the most satisfactory manner, the importance of this constant system of explanatory discipline. I was amused one day by Captain Hastings endeavouring—but for some time quite ineffectually—to explain to a sailor how to use his handspike to the greatest purpose in training his gun. The honest fellow had got into a habit, in some other ship, of using this lever to a great disadvantage. Captain Hastings, however, instead of merely ordering the man to relinquish his own method, and adopt that of the system established on board the Excellent, contented himself at first by requiring the man to move the gun about for some time, according to the method which he evidently considered the best. “Now,” said the judicious commanding officer, “take notice how I use the handspike, and then you shall try the difference yourself.” The sailor watched the process with great attention, then resumed the handspike, and found, to his great surprise, that the gun now moved about with as much comparative ease as

it, from a 32-pounder, it had been changed to a 12-pounder. "What think you now?" asked his commander. "I'll never use the other way, Sir, as long as I live," was the pithy reply.

In a similar spirit, an admirable course of mathematical study is pursued by the young gentlemen, under a very competent instructor—a gentleman who lives with the commissioned officers, as all persons in his situation ought to do. He thence derives a degree of consequence and a degree of authority which it is utterly impossible can ever be gained by any school-master living in the cockpit, and mixing at all times familiarly with those over whom he is expected to exercise control. I need not remark, that, although the principle of projectiles and all others involved in the science of gunnery are the especial objects of this instruction, the course of mathematics is so arranged as to be applicable to seamanship and navigation, and is thus calculated to render extensive service to the young men. In a humble walk, but one of very great utility, the seamen are also encouraged to improve themselves in reading, writing, and, to a certain small extent, in cyphering. The men themselves appear to be fully sensible that an ignorant man cannot be a good gunner; as even the simplest problem of the art—that, for instance, of disparting a gun—requires some knowledge of figures; those who cannot read soon discover the superior advantage which their better-informed companions possess over them, and they become eager to learn. It is found to be very useful, also, to have the means of studying at leisure the instructions for the manual and other exercises. Pride, likewise, enters into this matter; so that, from one motive or another, these incipient seamen-gunners appear to consider ignorance as a degradation, and having themselves become sincerely anxious to learn, they have been met more than half way; and one of their own number, formerly mate of an Indiaman, acts as teacher to the rest, with so much success, that in time an express rating will probably be added to the ship's establishment for this petty officer.

The gunners from all the ships in ordinary are directed to repair on board the Excellent, and are there drilled in the same course as the others; and although, at first, as may very naturally be supposed, these worthy gentlemen conceived themselves rather humiliated by being put to school at their age, they soon discovered that they had still a great deal to learn, and engaged cheerfully and manfully in the task. Any ships in commission, either at Spithead or in harbour, may also send men to be instructed on board the Excellent, in such numbers as the commanding officers of those ships may think fit. It is very desirable that this privilege should be taken advantage of; indeed, there seems good reason for making it imperative on all officers in command, who have the opportunity. And there can be no doubt that the most effectual method of profiting by such means of instruction, will consist in sending a party of hands on board the Excellent, not occasionally, and subject to change, but to reside there for as many weeks as the ship can spare them, in order to their being so thoroughly trained, that, on returning to their own ship, they may be competent to teach their shipmates. A petty officer, and perhaps a commissioned officer, ought, if possible, to accompany all such parties, to ensure the faithful transmission of the newly-acquired information, which it is so important should be uniformly adhered to throughout the service. It is a just and most philosophical remark of Sir Howard Douglas, that improvements are readily adopted by those who have been taught to estimate their advantages; and the very best effects may be anticipated by the return of such a party of men to their own ship, after having been well instructed in the dangers of ignorance, and being put in possession of the ready means of avoiding these evils altogether, or of correcting them if inevitable.

The Excellent has been moored head and stern within fifty yards of the upper end of the Dock-yard, so that her starboard side fronts the long extent of mud-banks, nearly in the direction of Fareham; and no guns are fired with shot, except when the banks are covered with water. A jet flag

is hoisted on board the *Excellent* during such periods of practice, and also on board another ship, lying about a mile further up. This signal is well understood by all the watermen, who take care to keep out of the line of fire. It will, however, not unfrequently happen, that boats do cross, in spite of this warning, and in spite of the still more ominous notice of shot grazing or spinning along in what is called duck-and-drake fashion. Whence this fool-hardiness or stupidity arises, it is needless to inquire; but as it becomes the duty of the officers on board the *Excellent* to intermit firing when any boat is in the way, the signal-flag at the distant ship is "dipped," as it is called, or lowered half-mast, when any boat is passing so near as to render it unsafe to fire. It may be asked, why not fire when the tide is out? but it appears the eagerness of the people to pick up the shot is so great, that the risk would be greater. The shot so recovered by these "mud-larks" are carried over to Gosport and sold for a mere trifle to the iron-founders. Surely, it would be good economy in Government to receive back these shot, and to pay for them, not the full original value, of course, but something, probably, much higher than the iron-founders can afford to give.

Along the line of fire, or rather to the right of it, there have been erected a series of ten beacons, at distances of 100 yards, in order to estimate the different ranges or distances to which the shot reach at different elevations, and the more readily to distinguish the curious divergence which takes place between the paths of double shot; as well as to determine the difference of range between a gun when single and double shot.

It is foreign to my present purpose to go minutely into the operations on board the *Excellent*, but I may mention that all the most approved experimental guns, of different weight and calibre, the different gun-carriages, sights, locks, devices for training, and so on, have been placed on board for fair trial. Probably I may give you a notice on the result of these experiments in some future letter; at present, I shall only allude to a most ingenious contrivance, called the "moveable target," the invention, I understand, of Captain Smith, late of the *Excellent*. It consists of a circular target, fitted on a ball and socket support, and capable of being moved in all directions, but so arranged that upon a string being pulled its movements are suddenly arrested. The target is placed at one end of the deck, and a wooden gun pointed towards it at the other. The manual exercise is performed at this gun as at any other. When the captain of the gun comes to the final operation of pointing, he seizes the end of a long string attached to the apparatus which arrests the target, and which is passed through a ring near the screw fixing the lock to the gun; and as soon as, in his estimation, the gun bears directly on the bull's-eye of the target, he pulls this string, as he would the lock-lanyard; and in one instant the target becomes stationary. The officer superintending the exercise has now the means of examining the position of the gun, and of ascertaining whether or not it has been well pointed. This appears to form an admirable introduction to the real practice with shot.

This wooden gun, it may be mentioned, is fitted with a small eye-hole right through its length, by which an object may be looked at along the axis of the bore, and the difference of pointing by the line of metal and by a gun disparted is made at once apparent. This device was, I believe, first suggested in the admirable pamphlet of Sir Samuel Pechell, who remarks, "that in the first place it is necessary to convince sailors practically that the thing you wish to teach them is absolutely necessary. Until, therefore," he adds, "they are shewn why the line of metal will not do for a point-blank shot so well as a line produced by disparting, and which shall be parallel to the axis of the bore, they will not care whether they use a sight or not."*

It is extremely pleasing to observe the generous spirit which pervades the whole of this interesting establishment. Everything is conducted with a

* Observations on the Defective Equipment of Ships' Guns, by Captain S. John Pechell. 1825.

degree of order, regularity, and good humour, which point out to those who have attended to such things, that one uniform and temperate system of discipline pervades the whole; and it must prove a source of congratulation to the service at large, to think that an experiment of so much professional importance, the Admiralty have taken care to place it in the hands of an officer possessed not only of talents, zeal, and experience in war, but whose disposition, manner, habits of business, and acquaintance with the world, enable him to apply his own practical and theoretical attainments to the very difficult task placed in his hands. The operation of teaching is at all times a delicate one, requiring much patience and forbearance, as well as ability and knowledge; but when grown-up men become the pupils, and when there may be as much error to unteach as fresh instruction to impart, the work is greatly complicated. In addition to this course of regular professional duties, Captain Hastings must lay his account with holding many a weary and profitless discussion with that most persevering, unreasonable, and boring of all classes of mortals, inventors of new projects, who, as soon as they discover that an experimental ship is afloat, will pounce upon him with their thousand and one improvements on what is well enough already, backed by inapplicable remedies for what is defective; all vastly ingenious, and most of them very pretty—on paper! No small degree of temper, too, will be required by the person in command of this establishment, to parry the multifarious objections of old-school officers, who decry all improvements, and of new-school officers, who condemn everything that is old. Both of these classes of objectors are generally much more adroit in pointing out difficulties, than ingenious in devising remedies, or patient in listening to explanations of the object of modern contrivances. On ordinary service, the Captain of a man-of-war is allowed to rule his little kingdom far off at sea, without much external or immediate scrutiny; and although he, too, God knows! has his heavy responsibilities, he is at liberty to carry on his operations in the manner which best suits his own views, and free from interruption. But the commanding-officer of an experimental ship, in such a thoroughfare as Portsmouth Harbour, can hope for no such peace, but must hold himself at all times ready to grapple with the minutest details, as well as the most generalized views of his subject, not merely in conversation with well-qualified and reasonable persons, but in arguments with those who, from mistaking their own prejudices and errors for the ignorance of others, are apt to resist the introduction of a new truth, in somewhat of the spirit with which they would repel an insult.

I remain your faithful Correspondent,

OMEGA.

Aug. 15th.

I have been much pleased by witnessing the practice and experiments in naval gunnery now going on here on board the Excellent, and I am quite sure that the system will be productive of much future good in the Service. Captain Marshall's carriages will, I suspect, require some material improvement before they will stand the test of work. I saw one of them, three different times, fly from the crutch at the recoil, and fall upon the deck. Why is it that something is not done to teach our soldiers to shoot? Ninety-nine in a hundred of them are now profoundly ignorant of the very principles of shooting; and, without a facility in using his weapon effectively, a soldier, in my judgment, is good for nothing! S.

Devonport.

MY DEAR EDITOR.—I am fearful you will attach very little importance to my summary of the naval proceedings at this port during the past month, only one solitary sloop-of-war and schooner fitting out, and very few sailings or arrivals; in addition to which, our neighbour, Plymouth, is losing hundreds of its inhabitants by the cholera; even here, from our proximity, we do not

escape. The Plymouth regatta is postponed to an indefinite period,—the troops, with the exception of the guard, are still confined to their barracks,—and the first inquiries of a morning are, what was the report of the Board of Health the preceding night? During these gloomy times, I assure you we were not cheered a little by the arrival of Sir F. A. Collier in the Sound (with his small squadron on the 10th, consisting of the Vernon, Snake, and Pantaloon), and on shore by the presence of Vice-Admiral Sir E. Codrington, who arrived a few days ago to canvass this place and Stonehouse; but I shall proceed to give you a copy of my journal.

Plymouth, 25th July, sailed his Majesty's revenue brig Prince of Wales, for Cork. 28th July, sailed his Majesty's brig Leveret, Lieut. Lapwing, for Falmouth, to wait for orders. 11th August, sailed his Majesty's brig Pantaloon, Lieut. Dacres, for the same place. Arrived, August 14th, his Majesty's ship Talavera, Captain T. Brown, from the Baltic, last from the Downs, on her way to Lisbon to relieve his Majesty's ship Britannia, ordered to this port to be docked. August 15th, sailed his Majesty's sloop Snake, Commander Robertson, to join Sir Pulteney Malcolm, at Cork. Same day arrived his Majesty's packet brig, Lapwing, Lieut. Forster, from Falmouth, and went up Hamoaze. August 11th, his Majesty's ship Vernon, 50, Captain Sir F. A. Collier was towed up Hamoaze by the Echo steamer, Lieut. Otway, and has since had her foremast and mainmasts stripped, but she will be ready by the 21st or 22nd, and will proceed to join Sir P. Malcolm's squadron on the coast of Ireland: Captain Symonds, the Surveyor of the Navy, goes in her for the purpose of being present at the trial of her relative merits with his Majesty's ship Castor, built under the direction of Sir R. Seppings. The Vernon being one of the largest frigates ever seen at this port, has excited much curiosity among naval men, who have visited her in great numbers, and report favourably of her appearance, capacity, and powers; as yet her sailing qualities have not been fairly put to the proof, but many think the Castor will prove superior. A few gales on the Irish coast will soon set this matter at rest.

It is reported here that his Majesty's ship, Donegal, will be paid off in October, and recommissioned by Captain Sir Josiah Coghill Coghill, Bart.

Brevet Major William Taylor of this division of marines, has been appointed Pay Captain at Woolwich. His Majesty's ship Ceylon, at this port, is ordered to be brought forward for commission as a receiving ship, to be stationed at Malta, and for the flag of Rear-Admiral Briggs, the Superintendent there. August 20th, remaining in Hamoaze, San Josef, Vernon, Champion, Cockatrice schooner, Lapwing packet, and Echo steamer. In the Sound, Talavera.

ALPHA.

Barnstable, 15th August, 1832.

Your last Number conveys the opinion of Nauticus, dated Milford Haven, the 16th of last month, on the subject of the Anglo-Hibernian intercourse, advocating the superiority of his native or located residence, in opposition to the claim of Bristol, when the station is removed to Patishead (where the corporation of that city are attempting to improve the pier, &c.). The professed impartiality with which your friend commences his appeal in favour of Milford Haven, is little more than puff, and facts will always be developed by simple truth; and without entering on the very *erudite* quotation from Mr. Freeling's evidence, "that the shortest distance to travel is the best, whether by land or by water," I will simply put a few questions for his further elucidation and impartial consideration.

Bristol has of late years been more enterprising, and by the present large establishment of steam-packets, is most anxious to retain their employ; the chief point in their favour is, the nearer proximity to London for easy and expeditious conveyance to the point of embarkation.

Question.—Does Milford Haven afford equal facility with respect to the

impediments of nature, by want of water in the river Avon, and the numberless obstacles by constant shifting of the sand-banks in the Bristol Channel, as well as the distance to pass over by water, to gain the point of Milford?

Question.—Is that a compensation, either as to dispatch, or to the traveller, by preferring the least obnoxious mode, in favour of the present port (Bristol), or the proposed resort (Milford)?

As to the natural obstacles in winter, the strength of tides in the Channel, the powers of steam, and the mere dispatch or time gained in conveying the mails,—experience, on evidence before the Committee, set that question at rest, if individual interest was quieted; but when heaven and earth, in the shape of Plutus, the god of filthy lucre, is to carry the point, and leave the test of real utility to the blowing of the winds, then good-bye to public weal. The concluding part of your friend Nauticus would almost lead me to suppose that he is a land-lubber, in speaking of turnpike-roads being formed, &c.; and he is, perhaps, more interested in that speculation than in steam-packets.

Permit me now to offer a point of land that appears more eligible than either of the contending points—midway between them—easier of access—where certain improvements may be effected—open to a direct and expeditious communication with London in twenty-four hours—the key to the western parts of the kingdom, namely, Devon, Cornwall, Dorset, and Somerset,—and above all, easier of access, and at less expense, for the produce of the south of Ireland to be conveyed to the south of England.

The point is *Clavelly*, near Hartland Point, approximating the populous and increasing towns of Bideford and Barnstaple, having a most capacious bay, where vessels of 200 tons and upwards frequently take shelter in winter. Let your friend state his objections, and they shall be answered. Draught of water is also a great consideration, for vessels to lay afloat—here they may avail themselves thereof.

For the present, excuse the prolixity of my observations; they may tend to draw out what to the public will be beneficial, who have a right to claim of their administrators a free and impartial discussion of the merits of the case.

I am, Mr. EDITOR, with truth, yours,
PEREGRINATOR.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

The School of Naval Architecture and the Surveyor of the Navy.

MR. EDITOR.—As the appointment of Captain Symonds to the office of Surveyor of the British Navy has excited some surprise, I have been induced to read with great attention every information that the press has given on the matter; but more particularly the “Observations on Naval Construction,” furnished by Captain S. to the public, through the medium of your valuable and impartial publication, and the first two of a series of papers in the *Metropolitan Magazine*, on the alterations in the civil department of the navy, so far as regards the qualifications of the gallant captain to fill this office.

His advocate in the *Metropolitan Magazine* for July says that he (Capt. S.) “happens to possess those very attainments in which Sir Robert Seppings (the late Surveyor) is deficient; he is a thorough mathematician, a good algebraist, a man who is able to calculate before he ‘lays down his lines.’” The splendid catechism on naval construction which Capt. S. has furnished in your pages shows his mathematical profundity in a very conclusive shape, and it may be fairly inferred that his algebraical knowledge is pretty nearly

as deep: what his capacity may be as an *arithmetician* his eulogist leaves us to imagine, and the catechism unfortunately gives no clue on this point: the nineteenth century may, indeed, be considered as deriving fresh celebrity from the discoveries of Capt. Symonds.

The only slight objection to the naval philosophy of this gallant officer is, that it will be necessary to obtain an Admiralty order to make a small modification in the constitution of fluids, as by nature established; and, since the old constitution in Church and State, as by law established, has also been slightly modified—why not legislate for a new set of hydrostatic principles as well as for a new set of elective ones?

But to be serious, Mr. Editor; however the constitution of this country might, as the work of man, require modification, the constitution of fluids resting on "nature's laws," is unchangeable, and, unless Capt. S. can prove that these laws required reform, his new principles must fall to the ground, and all his propositions along with them.

The "Metropolitan" for August, however, extends and defines its views upon naval architecture, and affirms that Captain Symonds has "*proved*" himself to be the best shipbuilder in the country, although he says, in the same breath, that there are those who have never been tried, though expressly educated for this complicated and vastly difficult science of naval construction. Since this is the case, how can this assertion be received unless it arises from the delusion wrought on the mind of the writer of this article by the *ultra* profound principles discovered by Capt. S., and the circumstance of a want of mathematical knowledge rendering him unable, as well as Capt. S., from upholding, and falling into, such absurdities as are put forth in the "Naval Catechism."

To administer some consolation to the members of the School of Naval Architecture under the slur that has been cast upon them in the House of Commons, the writer in the "Metropolitan" says that they, from "studying the best models, will, in all probability, turn out good shipbuilders,"—and pray, Mr. Editor, how does he know that they are not as good or better than Capt. Symonds already? I can inform him that the members study principles as well as models, and it is indeed to be lamented that a national establishment of the greatest importance should want "the good fortune" to meet with the "liberal patronage" of the Captain, in order that its utility may be practically demonstrated. The School of Naval Architecture, then, according to the writer in the "Metropolitan," has been put aside for want of good luck, or, in other words, for want of a patron in the First Lord of the Admiralty, who ought, before he condemned them as inferior to Captain Symonds, to have given them a trial and demanded an investigation, instead of seeking the "best naval advice,"* and depending, perhaps, on the *private* reports of men naturally averse to anything like science.

The members of the school of naval architecture little expected to be condemned *without investigation*, by an author of no small merit, on such a complicated question as "corn and currency." Sir James Graham has, indeed, been woefully misled. If Lord Vernon presented such a liberal spirit towards Captain Symonds, Sir James Graham, in candour and justice, ought to have done the same by a body of men so wholly dependent on his support for effecting the purpose to which they had been especially devoted and engaged by the most solemn contracts and promises on the part of Government. No more expense to prove the comparative merits of the two systems of construction would have been necessary, than that incurred by

* The late First Lord of the Admiralty (Lord Melville), who used generally to attend the annual examinations at the School of Naval Architecture, has, on these occasions, repeatedly assured the students that the First Lord of the Admiralty would, whoever he might be, prove the natural patron and protector of their institution. His Lordship has evidently proved himself to be no prophet.

building Capt. S.'s ships in *pairs*. One would think that *one* at a time would be sufficient to prove the truth or error of his principles; and the other might have been given up to the members of the school of naval architecture. But, I ask, what practical *proofs* has Capt. S. given that he can excel other constructors under equal circumstances? I answer *none*. The adoption of a system of rigging which allows the sails to be braced 8° or 10° sharper than the other ships of the experimental squadron, enabled his vessels to stand nearer the wind by about a point. This answers very well to delude ignorant people, but absolutely shows nothing in respect to the capabilities of the hulls of the different vessels. With regard to the *Columbine*, Sir George Cockburn, in the debate on the Naval Estimates, June 29th, brought to the recollection of Sir Thos. Hardy and Sir J. Graham, that the performance of that vessel was by no means superior to that of the other corvettes, nor such as to give Capt. S. claims to supereminence—and could the same vessel be called a man-of-war, with her ports only 3 feet 8½ inches out of water?

The gulgolist in the "Metropolitan" says or infers, that Capt. S. having beaten the preceptor, must, as a matter of course, beat the pupils. This argument falls to the ground; first, because it is founded on a gross assumption. No corvette of Dr. Inman's construction has ever yet sailed with any of Capt. S.'s,—and, moreover, if such had been the case, the merits of these two constructors could not be ascertained, because the Doctor has always been restricted by authority to a *certain tonnage*, whereas Capt. S. has never been under the influence of such a restriction—a restriction which Capt. S. himself acknowledges to be destructive of the best efforts of any naval architect; secondly, is the knowledge of the pupil never to advance beyond that of the preceptor? If so, how is any progress beyond the learning of the present day to be expected? Or how was it that Newton (to cite only one instance) should ever have excelled his preceptor, the famous Dr. Barrow? Does the "Metropolitan" here mean to say that a pupil of Capt. S. cannot be better than his master, with all the advantages to be derived from a perusal and study of the "Catechism on Naval Construction"? The *Harlequin* and *Pantaloon*, two yachts built by Capt. Symonds, and tried against a parcel of heavy line-of-battle ships, *razées*, &c., have been most erroneously cited as instances of his superiority. But it is necessary to *prove* that these are the *ne plus ultrá*, before it can be said that the members of the School of Naval Architecture are incapable of beating him out of the field here; although such cases present the easiest problems of naval construction,—viz., little or no weight to be carried with the power of increasing the moving force. I have been informed that the *Pantaloon*, when she made trial against the 10-gun brig, did so, leaving a month's provisions behind, and with some reduction in the quantity of water—this, and a hull said to be seventy tons lighter than that of the 10-gun brig, combined with her rig, are quite sufficient to account for the spurious success of this vessel. The *Harlequin*, too, I have been told, when showing antics amongst the heavy men-of-war, had about a week's provisions on board!!! Unless Capt. Symonds is also prepared to prove that the velocity of ships does not depend on the moving forces, and the weights to be moved, I cannot grant him his claimed superiority.

In conclusion, then, let justice be done to the members of the School of Naval Architecture, by allowing them to construct a vessel of each class with Capt. Symonds, instead of building his experiment ships by *pairs*. Let them be equally unfettered as the gallant Captain, and the public will soon be able to decide between the respective parties.

I am, Sir, yours,

A CIVIL ENGINEER.

* * Our pages being impartially open to the free discussion of this important topic, we have only to request that it may be treated by our Correspondents as a general rather than a personal question, and in the tone best adapted to promote truth.—ED.

*On Badges of Distinction &c. for the Seamen of
His Majesty's Navy.*

MR. EDITOR.—The number of your Journal for this month contains a letter "On Badges to be worn by the seamen of His Majesty's Navy," signed "An Old Officer." It may, perhaps, appear presumption in an officer, of so junior a rank as Lieutenant, to offer remarks on the subject, yet if the badges given to the men be not decidedly different from those worn by the petty-officers, the distinction which, as your correspondent points out, it is so desirable to keep up, will be lost. The petty-officers' badges are of gold twist or gold twist mixed with blue, and raised; might not those for the men be of red cloth, giving to the "able seaman" a crown and anchor, and to the "ordinary seaman" an anchor, to be worn upon the arm in like manner as the petty-officers?

That the regulations established by his present Majesty, when Lord High Admiral, respecting the petty-officers, and the badges of distinction given to them, have done much good, cannot be doubted by any officer who has been afloat since those regulations came out, and now when so much is being said about punishment, it is surely of importance to attend to every means, however apparently trifling, that may tend to diminish the necessity of flogging. In most conditions of society, and in the navy especially, there are two means for stimulating exertion; one by rewards and distinction for good conduct, the other by a dread of punishment and disgrace for bad conduct. A few years since, previous to his Majesty's Regulations, there was not unfrequently a difficulty in getting the best men to take the ratings of petty-officers, particularly when ships were first commissioned, and when it was of the greatest importance to the efficiency of the ship's company, and the good discipline of the ship, to have smart able petty-officers as the leaders and instructors of the crew. The men's own reasons for objecting to the ratings, were "That by being made petty-officers they became responsible for the manner in which duty was done in their respective stations, and if anything went wrong, they were liable to be disgraced, or even punished at the gangway." Such is no longer the case, for, by his Majesty's Regulations, the petty-officers belong to the permanent establishment of the navy, and cannot be flogged without being disgraced, nor even suspended from their ratings without an entry being made in the ships' log, stating the reasons for such suspension. The consequence has been, that there is now as much anxiety expressed by the men to get petty-officers' ratings, as there is by the commissioned-officers for promotion; whilst a petty-officer being suspended, and having his badge stripped off at "Divisions," is felt as a severe disgrace, and prevents the necessity of other punishment.

I, Sir, presume to think, that this feeling, which it is evidently most desirable for the officers, the men, and the good of the service should be possessed, might be extended not only by giving badges, the advantages of which your correspondent has pointed out, but by the mode of rating and giving "numbers" to the men in each station. If, for instance, the best men in each station had the highest numbers next to the petty-officers, each step in those numbers would in effect be a promotion to the man, whilst it would enable an officer, even on the instant of joining a ship, to know who were the best men merely by referring to the watch bill; and if there became a vacancy for a petty-officer, the man who held the next number should get it. I do not, however, mean to say that when numbers are once given they should never be changed, but "progress" by seniority. On the contrary, one man will frequently in a short time distinguish himself above the herd, and when he does so he should have the number he merits.

Having now, Sir, stated what I think might be done by exciting emulation, I will take the liberty of expressing my opinion upon *flogging*. There

may have been much abuse in applying this punishment; but, Sir, "point blank," it is a *necessary evil*: and when applied, it is worse than "humbug" to trifle with it. If a man deserves to be brought to the gangway,—and he never ought to be brought there until he has thoroughly deserved it,—it is not half-a-dozen or a dozen lashes that he should receive; neither, when he has received those lashes, should he be considered on an equality with the other men. If he has deserved the punishment of flogging, he should be disgraced by every possible means,—a condemned mess, condemned badge, inferior duties, &c., until he has proved himself a reformed character.

I look upon the infliction of punishment as the greatest evil attendant on promotion; but *an officer is not fit to command*, if he hesitates to do his duty when punishment is required; neither would it be humanity to his crew. If the men themselves—those, I mean, who are seamen, and not bad characters,—were to be asked whether flogging could be abolished, I, for one, am confident they would say it could not. Indeed, I have asked more than one seaman, since I have been on shore. The punishments inflicted during the mutiny may be a proof. I believe, however, that the men would complain bitterly of the abusive language that is frequently made use of towards them, not merely in moments of difficulty or exertion, when shades of phraseology cannot always be attended to amongst seamen, but continually; and also of the harassing, unnecessary work of "holystoning" decks for half each day; capsizing hammock-nettings, booms, &c., &c.; by way of finding "something to do."

Facts, however trifling, frequently best prove cases; and the following one, with which I happened to be connected, is mentioned, to shew what was the feeling amongst the men with regard to petty-officers' ratings, previous to his Majesty's Regulations. You, Sir, can insert it or not, as to your editorial judgment shall seem fit.

In 1821, I was midshipman of His Majesty's Ship *Liffey*, and was stationed in the fore-top. The first time of being ordered up, which was soon after the top was bolted, I found that the service of two of the eyes of the lower rigging was chafed through, owing to the negligence of the captain of the top, in not having placed a "Scotchman," or chafing-mat, in the wake of the hawser, whilst swaying the topmast up and down. This was, of course, reported to the First Lieutenant, when the captain of the top was disgraced, as unfit for his station, and I was permitted to choose my own captain—rather too great a privilege for a midshipman, perhaps. However, I spoke to a man who was considered one of the best and smartest seamen we had, and offered to get him the rating, when, to my surprise, he objected to become captain of the fore-top of one of the finest, if not the finest, frigates then in existence. The main cause of objection was, that the rating of petty-officer rendered him responsible for the duty in his station, whilst he was liable to be rated and disgraced a dozen times in a month, or even punished at the gangway. Moreover, the men and their officers were not then sufficiently acquainted. There is no probability that such objections would be offered now.

I am, Sir, your obedient servant,

H. LISTER MAW, Lieutenant, R. N.

Junior United Service Club,

• August 2d, 1832.

Relative Rank in the King's and Company's Forces.

MR. EDITOR.—Allow me, through the medium of the *United Service Journal*, to make known a case of real hardship to which the officers of the East India Company's army are exposed—one which has excited the deepest

interest in the Bengal army—and which is so obviously unjust, that I feel persuaded it needs but to be known to obtain speedy and effectual redress.

The officers of the Indian army hold commissions from his Majesty, bearing the same rank and date as those granted by the Company. In each service promotion goes on in its distinct branch, and of which there are four at each Presidency, infantry, cavalry, artillery, and engineers, and there being three distinct Presidencies, Bengal, Madras, and Bombay, from this division of the Indian army into twelve separate branches, a great deal of supercession unavoidably occurs among ourselves, of which no one complains: it seems to be without remedy, nor is the State called on to provide one.

We rise to the rank of Major by regimental promotion; from that rank Lieutenant-Colonel in regular succession, according to the gradation Army List of Majors, and from Lieutenant-Colonel to Colonel in the same manner.

Till very lately there were no Colonels in the Indian army, excepting a few included in the occasional general brevets. The title a Lieutenant-Colonel obtained on attaining his regiment was *Lieutenant-Colonel Commandant*; in time of peace these general brevets are unfrequent, causing individual rise to be irregular, and to take the lead of general promotion. Lieutenant-Colonel Commandant being a rank merely nominal, it follows that an officer holding that rank, of many years' service, who may have been long looking for a chance brevet to entitle him to the rank of Colonel, is thus liable to be superseded by the youngest Colonel in his Majesty's service who may accompany his regiment to India.

To obviate this, the East India Company not long ago applied to his Majesty's Government for permission to grant the rank, with the commission of Colonel, to the officers of their service, on attaining the head of their regiments, instead of having, as Lieutenant-Colonel Commandant, to await a general brevet: the prayer was granted, provided that a similar commission of Colonel was also simultaneously granted to *all and every* Lieutenant-Colonel in his Majesty's service, who might be thus superseded by that which in effect is the common luck of the service. The Court of Directors, in acceding to this proviso, have evidently not understood the nature of the bargain, in which the advantages are all on one side, and preponderate in the scale of favour towards the royal army. The unfairness of the system, indeed, cannot be more plainly depicted than in the following case which has lately occurred in Bengal.

By the unexpected demise of two Colonels (Charles Mouat and Thomas Robertson) both of the Bengal Engineers, Lieutenant-Colonel Duncan Macleod, likewise of engineers, becomes promoted to Colonel on the 18th of June, 1831—his commission as a Lieutenant-Colonel was 28th September, 1827; he was *sixty-third* on the gradation list of Lieutenant-Colonels, of whom seven were of his Majesty's service, the remaining fifty-six being Company's officers.

In consequence of the promotion of Colonel Macleod, the Commander-in-chief in India, agreeably to orders from home, and that his Majesty's officers may *never* be superseded, promotes, at one blow, *all* his Majesty's officers who as Lieutenant-Colonels *had been* senior to Macleod, to be Colonels by brevet in India, from the same date, 18th June, 1831; thus, not only keeping them from mere supercession, but actually allowing them to retain, as Colonels, that seniority over Colonel Macleod which they formerly had as Lieutenant-Colonels. This is a hardship in itself, but is nothing to what follows.

The King's Lieutenant-Colonels thus promoted are J. Dennis, 49th Foot; R. H. Sale, C.B., 13th Light Infantry; R. Arnold, 16th Lancers; and J. Shelton, 44th Foot. The rank of the last of these officers as Lieutenant-Colonel was but twelve days senior to Colonel Macleod, and his standing on the gradation list but two only above him. Colonel Shelton thus supersedes no less than *forty-two* Lieutenant-Colonels, his seniors, of the Bengal Infantry,

independent of a similar tale from the engineer, cavalry, and artillery branches of the Bengal army.

The East India Directory will show the truth of this statement, the forty-two Lieutenant-Colonels of infantry superseded, extending, in the gradation list, from J. Alexander to W. L. Watson, at this present date forming a proportion of more than *one-half* of the Bengal Lieutenant-Colonels, whose commissions are thus sacrificed to preserve the rank of *one* King's officer.

It is thus apparent that *the King's* Lieutenant-Colonel in India is most effectually protected from the most remote chance of suffering supercession from the accidental promotion of *any Company's* officer in *any* branch of the service, who may be junior to him; it does not appear, however, that *any* reciprocal protection is provided for the Company's Lieutenant-Colonel, should *his* junior in his Majesty's service be made a Colonel by Royal favour, or the chance of war. And this, though favourable enough to one party, is certainly not in accordance with justice to the other.

Another objection, and perhaps the most material, is, that third parties, unconcerned, are made to suffer by this most absurd system. Lieutenant-Colonel B. of his Majesty's service, is made a Colonel to prevent Lieutenant-Colonel C. from superseding *him*, yet no one thinks of Lieutenant-Colonel A., in *another branch* of the Company's service, who happens to be senior to both B. and C., who thus supersede him.

The writer of these remarks was, in 1825, a cotemporary of Colonel Shelton, as a Captain of Bengal Infantry; his prospects are consequently unhurt by any promotions, however unfair, of Field officers; but the monstrous injustice of the present system is no less liable to injure him at some future period, and its unfairness is very strongly shown in the instance now under review, because so many of the *third* parties are sufferers by it, fifty-six non-protected officers of the East Indian army being thus clearly shown to be superseded in their rank and commissions by four favoured King's officers.

It is plain to every disinterested person that, in common equitable justice, one of two things must now be done; either this protecting system must be rendered universal, or it must altogether be abandoned, and these brevet commissions of Colonel in India only, must be given equally to all or to none.

I am, Mr. Editor,

Your obedient servant,

R. C. MACDONALD,

Captain, 49th regiment, Bengal Infantry.

Loodianah, in Bengal, 30th Dec., 1831.

Horse and Foot.

MR. EDITOR,—On a calm and dispassionate examination of the controversy between J. M. and the Old Soldier, I have been surprised to find that the latter has brought forward facts in support of his opinions which, when fairly narrated, and correctly examined, will be found, if not absolutely to prove, yet materially to corroborate, the theory of J. M.; who has, nevertheless, tacitly admitted their correctness, and suffered them to pass without animadversion. I allude to the contest in Egypt between the far-famed and chivalrous Mamlouks, and the not less intrepid French infantry.

At the battle of the Pyramids, the Mamlouk army, which did not muster more than 8000 soldiers, not a few of whom were mere boys, was commanded by seventeen boys, each jealous of his colleagues, and unwilling to sacrifice his own followers, as desirous of the destruction of those belonging to his rivals. At the head of his own household, 1700 strong, on which alone he could rely, Mourad Bey rushed on the extreme right of the French army, which was formed in squares, six deep, covered by artillery. On arriving within forty yards' distance from the French infantry, the Mamlouks dis-

charged their tromblons or blunderbusses, at twelve their pistols, and then, according to their usual practice, the majority wheeled round and rode off to re-charge their fire-arms. Howbeit, about thirty persevered, and rushing on the bayonets, entered the square, and threw it into such confusion that, according to the confession of the French, it must have perished, had these brave horsemen been supported by their comrades. Left to themselves, they were of course overwhelmed by the fire of the French square.

At the battle of Sedimaun, 100 of Mourad Bey's soldiers, animated by his promises, and urged on by his threats, rushed on a square of French infantry, which reserved its fire till they came up to the bayonets, but was instantly rode through, many of the bayoneted horses falling at one hundred paces in rear of the square. So alarmed was Desaix by this successful charge, that he was on the point of issuing, if he did not actually issue, orders, for a retreat, but, in the very moment of victory, Mourad Bey, seized with a sudden panic, thought fit to retire.

The Baron Von Valentini, in his work on Turkey, informs us, that it is not uncommon for individual Turks to penetrate the Russian squares, and that want of concert among the Dells alone, renders them unsuccessful when acting in a body.

The Prince de Ligne, in his very entertaining letters, acknowledges that during the war of 1789-92, the Austrian squares were easily pierced by the Turkish horse; and even the Vienna Gazette, although it claimed the victory on more than one occasion, when by some strange fatality the flying Moslems carried away with them the colours, artillery, and baggage, of the victorious Germans, admits the same fact. So great was the terror produced by their impetuosity, that it became a standing regulation in the Austrian service, never to detach a body of infantry without at least two pieces of artillery. During the last Turkish war, a Russian brigade of 2000 men formed in square, near Varna, was trampled down by the Spahis, and entirely destroyed. The advanced guard of Derbitsch, at Koolesschitch, shared the same fate, sixty men only escaping with life.

I now come to the second theory of J. M., the superiority of the broadsword over the bayonet, in support of which he has adduced the victory of Preston Pans, but has omitted to mention the affair of Clifton Hall, in which it was more fairly tried and more desperately contested. Several heavy volleys were there poured, by 600 chosen Englishmen, veterans of Fontenoy, upon the Macphersons of Clirone, who were engaged in cutting down a thorn hedge. Having surmounted this obstacle, the brave Highlanders rushed on, and were met by a simultaneous volley at twenty paces, and by a charge with the bayonet. Yet their loss was too trifling to deserve mention, while not a single Englishman escaped. At Killiecrankie, too, the Highlanders received three discharges of musquetry and grape shot without losing more than eighty men.

At the battle of Petervaradin, a body of Janissaries rushed upon the right wing of the Austrian army, consisting of eight close columns, each composed of a full regiment, and overwhelmed it in a few moments: twenty-five Germans only regained their camp. The destruction of the Austrian centre at the battle of Belgrade, which J. M. has attributed to the Spahis, is stated by Prince Eugene to have been achieved by the Turkish infantry. In his memoirs, that great General declares his opinion that the Osmanlis required nothing but a general of moderate talents, who should introduce some order into their mode of fighting, to become invincible.

It is not generally known that during the war of 1737-39, a part of the Turkish army, about 12,000 in number, consisting chiefly of Koords and Arabs, was organised by Count de Bonneval, and instructed in a few simple evolutions in the European system, but was, at the same time, taught to rely chiefly on the sabre. Great exploits were achieved by this corps, which, joined by 18,000 Bosnian militia, attacked 24,000 Austrian troops entrenched

up to the teeth before Bagnialuca, and overthrew them with fearful slaughter. The Prince of Saxe Wildsbùrghausen, who commanded, escaped almost alone, by swimming across the Saave.

At Krotzka the Osmanlis were almost equally successful. The disciplined squares of Germany gave way before their impetuous onset, and the Austrian army was saved from destruction only by a stratagem of, I think, Count Khevenhüller, who detached a party of kettle-drummers, suddenly to sound on the flank of the Turks. The Grand Vizier, thinking that a reinforcement had arrived, stopped the pursuit. H. I.

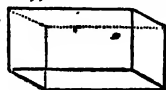
• • Equipment of the British Infantry.

MR. EDITOR.—In the hope of suggesting a few improvements, or even of opening a field for the discussion of them, I beg leave to make a few remarks on the present equipment of the British infantry. If I am proved to be wrong in my theory by any person who will not cavil at my errors, but bring forward a better plan, I obtain nearly the ultimatum of my wishes; the completion of them being to see the system in practice.

In the first place, the firelock is to be considered. The object to be gained is, that which will throw farthest, with the greatest accuracy, combining the least incumbrance to the soldier. To attain this, we must have length without weight, strength without clumsiness. Let the barrel be longer, the bayonet shorter, dispense with the superabundant quantity of timber in the stock, have the lock of stained steel, not requiring constant rubbing to keep it bright, and thereby destroying the nice fitting of its screws, feather spring, &c. Feather spring is a misnomer; for made as at present, no flint has sufficient durability to throw up the hammer a dozen times without breaking. A water-proof lock cover should be an indispensable article attached to the firelock. Why fasten the bayonet on the sight; by which means it is either twisted out of its true direction, or broken off? Would it not be better to fasten it with a spring, securely fastened *under* the barrel, taking care that the bayonet-handle is clear of the sight? Let the ball be just of sufficient size to push down with the *pressure* of the ramrod, by which you will have a much more accurate fire. Of what use is the sling as at present fitted to the firelock, but to add to its already ponderous clumsiness?

Second. The broad buff cross-belts, as at present worn, are very handsome; but let us consider, has the soldier that unconstrained use of his right arm, so imperatively necessary for him? Would it not answer every purpose to have his *pouch-belt* only worn across the body: and his bayonet-belt, a waist one, confining it, as at present worn by our riflemen? Let eight men in each company have their bayonets shaped like a very broad double-edged dagger, for the purpose of cutting through hedges, &c.; the Rifles found their short sword of the greatest utility in this respect during the last war.

Third. Let us consider the knapsack, and endeavour to relieve the soldier from what he justly calls his "pack." Firstly, the straps press on the muscles of his arm in such a manner as to deaden the power of it. A soldier, in heavy marching order, cannot stand for any length of time with his arms carried, without his hands growing benumbed, even where the improvement of rounding the straps under the arm has been tried. To obviate this, the knapsack may be hung by a strap, throwing the whole weight across the shoulders, and lower part of the back of the neck, coming under the arms from the front to the bottom of the knapsack. Let the knapsack be made smaller (merely large enough to hold the regulation kit), made of oiled canvass, tightly stretched over a skeleton frame thus, without any flaps or pockets, opening at the top with an overlapping lid of oiled canvass; so that if a soldier wants a pair of socks, or any other article, his comrade can get it for him in an instant, on a line of march, &c.,



without taking off the knapsack, unbuckling the straps, and then unbuckling the two sets of flaps to get at the interior.

With regard to the soldier's necessities, a change of clothing is perfectly sufficient for an infantry soldier to carry with convenience. Instead of linen, he should have two flannel shirts; two pairs of worsted socks, two pairs of boots, linen trowsers, two towels, one clothes brush, two shoe ditto, button stick and brush. Let them have white cotton epaulettes instead of woollen wings, which take more than half their time to make decent looking, and by constant clipping lose their uniformity of size. Every soldier ought to wash his own clothes. Do away with that useless appendage, the picker and brush, which is only an unsteady-looking hindrance to the movements of his firelock.

Lastly. Let us consider the utility of the private soldier's great coat. As at present worn, can there be a more helpless individual than the British soldier, with a great coat over his appointments? which completely puts it out of his power to use his pouch, and with great difficulty getting at his bayonet. If the great coats were made of "water-proof camlet," of that kind lately invented by Messrs. Mackintosh and Co. of Glasgow, it would be considerably less than half the weight at present. The breast to be made like the officer's coatee, to keep out the weather, fitted to the man's shape, and no cape, for the lazy or chilly sentry to fasten round his ears, and prevent him doing his duty on his post. If the great coat is to be worn over the accoutrements, let there be a slit for the pouch to come through.

Yours, &c.,

FUSIL.

Suggestion for a Fund to compensate for Losses by Shipwreck.

MR. EDITOR,—I feel much surprised that "losses sustained by shipwreck" should not have commanded the attention of the Service more effectually. Within my own experience, many most serious instances of distress have occurred, from the utter loss of property in such cases.

It appears singular that among all the funds lately established for the benefit of naval officers, one so important, and apparently so easily set on foot, should have been overlooked.

It is evident that a very trifling subscription, proportionate with the rank of individuals, and the remuneration to be derived in the event of undergoing such misfortune, would be amply sufficient for the purpose. Without, however, attempting to enter into detail when I feel my own incompetence, but in the hope that some one more able to do it justice may adopt the idea, and carry it into effect,

I remain, Sir, your obedient servant,
London, July 9th, 1832.

SPRS.

Uniform of Half-Pay Officers.

12th August, 1832.

MR. EDITOR,—I would not propose to occupy any considerable portion of a page in your most useful Journal, but shall feel obliged by your offering the following question to some correspondent:—

Are officers on half-pay prohibited from wearing an uniform, either at Court, or other public places, at home or abroad?

Many retired men of business, and others, of no very elegant demeanour, figure under the splendid habits of deputy-lieutenants; and, perhaps, it might not be an improper distinction if all those officers in our army who were thrown upon half-pay, and have served on flood and field, were permitted to retain and wear the uniform of the last regiment they served in.

I am, Mr. Editor, yours most obediently,

AN OLD SOLDIER.

EDITOR'S PORTFOLIO;
OR
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

The several Reform Bills and their adjuncts having passed, Parliament was prorogued by the King in person on Thursday the 16th ult., to the 16th of October. His Majesty was ill received by the populace, whose favour is somewhat capricious.

The King of BELGIUM was married at Compiègne, on the 9th ult., to the eldest daughter of the King of the French.

HOLLAND maintains her resolute attitude and national unanimity. Her army, numerous and well-found, is ready to take the field at a moment's notice.

The forces of the Pasha of EGYPT have taken Damascus, and are making progress in the conquest of Syria.

The contest in PORTUGAL, which, in a military sense, hardly rises to the level of war, has proceeded but sluggishly. Don Pedro remains shut up in Oporto, which he has fortified, his occupation of the country being circumscribed to the environs of that city, the troops of Don Miguel being posted in force in the vicinity, to the north and south of the Douro. No collision between the hostile parties had taken place, till the 19th of July, when some loose skirmishing occurred on the road to Penafiel, between the advanced posts; and on the 22d and 23d, engagements more general in extent, though not more regular in character, were brought on by the nearer approach of the Miguelite forces. The action on the latter day, near Valongo, two leagues east of the city, is described

to have been sharp, though indecisive; the Pedroites invariably retreating to the shelter of Oporto.

On the side of the Portuguese, General Santa Martha occupied Penafiel and Baltar, on the north bank of the Douro, with 8000 men, while the Commander-in-chief, Povoas, with an equal force, was posted at Grijó and Soufo Redondo, on the Lisbon road, to the south of the river. On the 7th of August a body of Don Pedro's forces, under Count Villa Flor, having crossed to Villa Nova on the south bank, and made a foraging incursion into the lines of Povoas, were totally routed with considerable loss by the troops of the latter, and driven back in the utmost disorder to Oporto. Here they remain blockaded, only sallying out in search of provisions, of which they are said to be in great want.

Meanwhile, the fleet of Don Miguel having sailed out of the Tagus on the 3d, that of Don Pedro, under Admiral Sartorius, also weighed and stood to the westward before the former. Taking advantage of the darkness of the night, Sartorius stood in amongst his adversaries, and poured a broadside into their flagship, the John VI., which received some damage; but, from the superiority of the force opposed to him, and their unexpected seamanship, he was unable to effect anything more. Both fleets appeared off Oporto, and having manœuvred for some days off the bar, returned in the same harmless order to the Tagus, which the squadron of Don Miguel, still retaining its superiority, re-entered on the 17th.

Count Palmella, having been dispatched by Don Pedro to this country for supplies, crimps are now busily

employed in London in recruiting his ranks from the unfortunate or reckless classes, who are open to the temptation of money and fine promises. Though we are advocates for a free trade in military service, where it does not militate against our own country, it appears to us, that the connivance at home, on this occasion, in the face of an existing statute, is somewhat too palpable for the doctrine of non-interference; and we feel it to be our duty to warn pensioners and discharged soldiers, with any certain means of subsistence, against being seduced into a snare which may lead them to ultimate misery and destitution.

—
REVIEW AT WINDSOR, AND PRESENTATION OF A STANDARD TO THE BLUES.—The King having signified his intention of presenting a Standard to the Royal Horse Guards, which regiment, as we have already stated, retains a troop specially styled "The King's," his Majesty gave directions that the Household Troops should be assembled at Windsor, where the Horse Guards are at present quartered, to witness and give effect to the ceremony.

On the 9th and 10th August, the following troops from London were collected in the vicinity of Windsor—the first and second regiments of Life Guards; the flank companies of the first, second, and third battalions of the Grenadier Guards, with two additional companies of the first battalion, and the flank companies of the first battalion of the Coldstream Guards, with a mixed brigade of Horse Artillery from Woolwich. The Blues and second battalion Scots Fusileer Guards were already on the spot. The battalion of flank companies, under the command of Lord Saltoun, was encamped on an open spot in the Great Park, between the Long Walk and Queen Anne's Ride, at a distance

of about half a mile from either barrack. The Artillery were quartered at Cumberland Lodge. On Monday the 13th, the fourteenth Light Dragoons marched from Hounslow to Windsor to keep the ground, and returned to their quarters the same day. A party of the third Dragoon Guards was also present to assist in these duties.

On Sunday, the Blues, Foot Guards, and Artillery, assembled on the skirt of the Camp to hear Divine Service, under as bright a canopy as ever beamed on Christian worship. Their Majesties attended. The service was performed, and an admirable sermon preached, by Dr. Dakins, the Principal Chaplain to the Forces. At its close the troops marched past. They did so admirably. The Blues surprised us by the precision with which those superb Centaurs performed their work *on foot*, rivalling the well-known accuracy of their infantry compeers. The scene altogether, though somewhat theatrical, was impressive and beautiful. The theatre was Nature's own, and the *dramatis personæ*, exhibiting the perfection of Art, did honour to her rival's charms, and completed their effect.

Monday, the 13th of August, the birth-day of her Majesty, opened inauspiciously for the pageant, the announcement of which had attracted a vast concourse of visitors to Windsor. A drenching rain fell till after nine o'clock, when the weather partially cleared, the air and roads being refreshed by the seasonable moisture. At eleven the troops entered the Home Park, and formed line, with their right to the Castle, and their left towards Adelaide cottage. The line was judiciously disposed for effect, the artillery and cavalry being divided on the flanks of the infantry. Lord Edward Somerset commanded, Lord Hill being present as Colonel of Royal Horse Guards. The Military

Secretary, and the Adjutant and Quarter-Master General also attended.

At twelve, the King and Queen, with their suite, and an escort of the 3d Dragoon Guards, passed along the front of the line in open carriages, and having taken post in the centre, the guns fired and the troops saluted. At this moment the spectacle possessed interest and animation.

The troops having been wheeled inwards, and the officers called to the front, Lord Hill placing himself before his regiment, their Majesties, accompanied by the Dukes of Cumberland and Gloucester, and Prince George of Cumberland, with the Duchess of Cumberland and Princess Augusta, taking their station in the centre, the Standard, richly wrought in gold, and emblazoned with the trophies of the Blues, was consecrated by the Chaplain to the Forces. After an address, in which the King recapitulated the motive of his gift, and the early origin and distinguished services of the Royal Horse Guards, his Majesty presented the standard to Lord Hill, who respectfully received it on the part of his regiment. The troops then resumed line, broke into column, and marched past in ordinary and quick time, the cavalry, in the highest order, performing that parade movement by squadrons, troops, and threes—at a walk and trot.

This routine was well executed by all arms, and nothing could exceed the fine display and discipline of the whole. The flank battalion, as a *corps d'élite*, was one of the finest bodies of infantry we ever saw, and marched with superior steadiness. The Duke of Gloucester was at the head of his regiment.

No manœuvres took place; which created much disappointment, both amongst the civil and military visitors. The latter were more select than numerous. At three o'clock,

their Majesties returned in the same order to the castle, after a royal salute. The troops were four hours on the ground.

On the following day the Horse Artillery were separately reviewed in the Great Park by the King; their guns cracking merrily through the avenues of Windsor, and sounding their own commendation. Covered with glory, and equal to the most arduous service, that corps is, perhaps, unrivalled in its class.

This closed the campaign. The tents were struck, and the troops returned to their quarters.

We cannot close this sketch without offering the tribute of our admiration and esteem, both professional and personal, to the splendid regiment, in whose honour, principally, this military convocation was held. From intimate knowledge we are enabled to attest the discipline, soldier-like demeanour, and unanimity of this corps, while, in appearance, it cannot be surpassed in the world. To an old soldier, the harmony, *esprit de corps*, and unaffected deportment of its officers, serve to renovate the freshness of his earlier service—and we feel it to have been a gratifying coincidence which enabled us, on the present occasion, to witness the self-honouring respect paid by the Blues to their veteran associate and former commander—Sir John Elley—a soldier who has won the meed of long and glorious service—“*Deo et gladio.*”

DETAILS OF THE DUTCH ARMY AND REVIEWS.

[By an Eye Witness.]

The following exact and animated description of the Dutch camp and army will, we have no doubt, be welcome to our readers. Though its substance was already known to us, the manuscript has reached our hands too late for insertion in its proper

place; but we have provided for its appearance this month, as a document of professional value, at a moment when many British officers are about to visit the continent.

Vugt, near Bois-le-Duc, (Head-quarter Cantonments of the Horse Artillery,) Aug. 3d, 1832.

I was present at the reviews of the Dutch army by the King at Oirschot, on the 31st of July, and at Eindhoven on the 1st instant. I also saw the first division, which is encamped on the heath of Ryen (between Pilbourg and Breda,) at drill this morning; so that, with the exception of a few battalions of the division of reserve, composed of Schatters, (la Garde Communale,) I have seen the whole of the Dutch army IN THE FIELD, consisting of—

- | | |
|----------------------------------|---------------------------|
| 1 Regt. Lancers | } 6 Regiments of Cavalry. |
| 1 do. Hussars | |
| 2 do. Lt. Drags. | |
| 2 do. Cuirassiers | |
| 5 Batteries of Horse Artillery. | |
| 4 ditto of Foot Six-pounders. | |
| 2 ditto of Foot Twelve-pounders. | |

11 Batteries—88 pieces of Field Artillery.

Each Brigade or Battery consists of eight pieces; one of those of the Horse Artillery being long 5½ inch howitzers; the remainder of the Horse Artillery, with the Six-pounder Brigades, have each two howitzers. The Twelve-pounder Brigades are without howitzers.

With 52 Battalions of Infantry.

—a force little short of fifty-five thousand men, divided into four divisions, the fourth division being called the Reserve.

The head-quarters are at Pilbourg, with the right resting on Breda, and the left at Eindhoven. Two of the divisions are encamped—the first on the heath of Ryen, and the third at Oirschot; the other two in cantonments; the second division at Eindhoven and neighbourhood, with the Hussars and Light Dragoons; the fourth at Pilbourg and towns adjacent in the rear, where are also the regiments of Cuirassiers and Lancers.

So conveniently and admirably posted is this army, that one extremity could be brought to the other in nine hours, and the whole united upon the centre in half the time.

But to my reviews.

There was assembled at Oirschot on the 31st ultimo:—

- Three Squadrons of Cuirassiers.
- The 3d division of Infantry, 12 battalions.
- A half-brigade of the 4th division, 3 do.
- Two Free Corps (Royale) des Gardes-Chasse, armed with rifles.
- Three Batteries of Horse Artillery, one of long 5½ inch howitzers.
- Two ditto of Foot Six-pounders.
- One ditto of Foot Twelve-pounders.
- Six Batteries of Artillery.
- Three hundred and fifty sabres, close upon 15,000 infantry, with forty-eight pieces of artillery.

This force was formed on the plain on Oirschot at eleven o'clock; the infantry in line three deep upon the right, the Cuirassiers upon the left of the Infantry, and Artillery upon the left of the Cuirassiers.

The Prince of Orange arrived before his father, and assumed the command of the troops.

The immediate personal Staff of the King were waiting his arrival about four hundred yards upon the right of the line, where his Majesty's horse was ready for him to mount. He arrived about half-past eleven. As soon as he had mounted, the Prince of Orange, with his brother Prince Frederick, drew their swords and advanced to meet his Majesty,—the Staff following at some distance. The Princes formally and respectfully saluted him, and kept their swords lowered until his Majesty approached the general Staff, and addressed General Meyer, who commands the third division, when the Princes dropped to the rear. Upon his Majesty reaching the right of the line, the drums beat a march, and the line presented arms; this was done with closed ranks. At the same time, the first company set up a tremendous shout of 'Long live the King!'—which was taken up by the whole regiment. It was an honest shout, and you could see by the countenances of the men that the welcome was sincere and hearty. I followed in the general suite, and passed within four or five paces of the whole line. Each regiment took up the cheer as his Majesty arrived upon its right. When his Majesty reached the left of the line, he returned, and placed himself in front of the centre.

The infantry broke into column of

grand-divisions, right in front. This operation was done by filing into column. The cavalry were thrown into column of squadrons, and artillery into sub-divisions, (four guns in front.) The whole then closed, and formed column *en masse* upon the centre battalion; points were thrown out to march past in review order. This was done by opening out from the front grand-division at full distance. The Prince of Orange placed himself at the head of the column, and saluted his Majesty as he moved past.

It was a truly magnificent spectacle. The companies varied from thirty-four to thirty-seven and thirty-eight men in front; so that the grand-divisions showed a front of seventy to seventy-six,—the whole in heavy marching order. The marching past was really beautiful; it was in quick time,—the pace a long sweeping one,—the soldier erect, but leaning well forward, with the arm well carried. I never saw troops in better order; their equipment most complete; everything of the best; equal, and uniformly good throughout, quite as much so, *in every respect*—(I speak particularly of the regiments of the line)—as you find those of our own regiments which have been three or four years at home; the men, too, seemingly about the same age,—certainly not younger.

I was on the ground at Oirschot and Eindhoven long before the line was formed to receive the king. I saw the different corps arrive and take up their respective places in the alignment—it was done quietly, quickly, and well—the commanders of corps being evidently all up to their work, and their battalions well-drilled, for they were perfectly moveable and handy.

The battalions of La Garde Communale, or, as they are called in Dutch, *Schutters*—were, by a soldier, immediately distinguishable from the line; their military carriage being necessarily not so good, and their dress less showy; but most useful and well adapted for service, being a round blue jacket coming well down over the loins, with a half-facing of red in front of the collar; but the musket and accoutrements, the knapsack with its accompaniment of mess-

tin, as also the cover (linen) for coat when rolled, which is carried on the top of the knapsack, the straps belonging thereto, the tin-canteen slung by the side, with its ally the *havresac* on the opposite side, all as complete, and individually so, as the regiments of the line. These people have been together two years; they are a much larger and more robust body of men than the line. They are of the class between twenty-five and forty years of age; are right well drilled for the time they have been embodied, and move exceedingly well. In every company you will find a number of young men of the first families in the ranks, who have served from the commencement, and their officers represent the property and aristocracy of the country.

We—I mean the people of our country—have no sort of conception of the honest and downright enthusiasm which animates all ranks of this army—all as willing in heart, as they are fit in point of instruction and discipline, to take the field. This strong national feeling is not confined to the army alone, but extends to all ranks and conditions of the people in Holland. The king is adored for his firmness, and the Prince of Orange equally so for his exceeding gallantry and intrepidity; particularly by the army, who have the most unbounded confidence in him. I am perfectly satisfied that this army in their present state, and with the Prince of Orange at their head, would clear their front of a more than equal number of Frenchmen.

The artillery, however, surpasses every other corps in the field in point of excellence. They boast of it, and with justice, as the arm of the service in the finest order; and certainly nothing can be finer or more perfect. The horses to the carriages are all of the Friesland breed, and are better as a whole than those of our artillery. They place them by colours, each carriage having a set of either black or bay horses. Those of the gunners of the Horse Artillery are not so good as those in draft. Everything belonging to the different batteries are most complete; they also fire their guns by percussion.

The artillery at the revolution were more national than any other corps; but the cavalry, unfortunately, were principally composed of Belgians, who deserted almost to a man. This arm therefore, particularly the hussars and light dragoons, is young, both in men and horses. With the cavalry, however, as, indeed, with the whole army, the esprit de corps is excellent.

At Eindhoven, on the following day, the 1st instant, the troops assembled consisted of

- 2 regiments of Light Dragoons, 1 regiment of Hussars, forming a brigade commanded by General Tripp.
- 1 brigade of Horse Artillery attached to General Tripp's cavalry.
- 1 brigade of six-pounders.
- 1 brigade of twelve-pounders.
- The Second Division of Infantry—twelve battalions, eight of which of the line.
- 1 Corps of Gardes-Chasse.
- Between 10,000 and 11,000 Infantry—1600 sabres, and 24 pieces of artillery.

This force was formed into two lines—the infantry in the first, and cavalry and artillery in the second line. The king went down both lines. The whole were then formed in a single column, as the day before at Oirschot, and afterwards marched past in grand-divisions and squadrons, with the Prince of Orange at their head. The King was received by the troops with great enthusiasm.

These troops were in heavy marching order. I observed every eighth man of the infantry to carry a mess kettle, similar in form and size to the one carried in 1813 by the army in Spain under Lord Wellington. In short, no army can be more perfectly or efficiently equipped for the field than this army. C.

THE GUELPHIC ORDER.—We observe that in the last Gazette, (Aug. 28), Sir Michael Creagh, Knight of the Royal Hanoverian Guelphic Order, is designated as "*Military Companion*" of the Order. If this be intended as the future denomination of that class of the Guelph, it is a degradation of the Knights not warranted by the statute of the Order, and which cannot fail materially to depreciate the value of the implied honour.

THE CASE OF SOMERVILLE.—We give, in an adjoining column, the official document containing the proceedings and opinion of the Court of Inquiry at Weedon, and the consequent order from Head-quarters. The details which it furnishes, being sufficiently explicit, will enable our readers to form their own judgment on the case. We need only remark, that the motives of Major Wyndham in the discharge of an ungrateful, but imperative duty, remain unimpeached; while the allegations of Somerville are disproved in every particular.

This fellow, we regret to say, has been discharged since the inquiry. However the service may benefit by the ejection of a recreant who disgraced it, yet, as an able-bodied mutineer, he should have been drafted to Sierra Leone or the Honduras, and made to share the involuntary penalty inflicted, in the course of service, upon individuals, his superiors in every attribute of the man or the soldier.

We must generally observe, that the increasing and minute restraints imposed on the salutary discretion of Commanding Officers, who must be always responsible for their conduct in command, is likely to be attended with effects most prejudicial to the service and discouraging to the honest zeal and emulation of officers. In this opinion we are borne out, we believe, by the concurrent judgment of every comrade of standing and experience.

CHANGES IN THE STATIONS OF CORPS SINCE OUR LAST:—

17th Lancers from Gloucester to Dursley and to Coventry.

1st Foot, 2d Battalion from Fort George to Glasgow.

3d Foot Reserve Companies from Fermoy to Banff.

2d Foot Reserve Companies from Gosport to Portsmouth.

12th Foot Reserve Companies from Drogheda to Chester.

14th Ft. from Portsmouth to Cork.

18th Foot from Weedon to Haydock Lodge by Warrington.

23d Foot Reserve Companies from Belfast to Carlow.

25th Foot Reserve Companies from Edinburgh to Greenlaw.

27th Ft. from Fermoy to Buttewant.

28th Foot from Naas to Fermoy.

29th Foot Reserve Companies from Belfast to Spike Island.

30th Foot from Enniskillen to Londonderry.

35th Foot from Weedon to Blackburn.

37th Foot Reserve Companies from Youghall to Fermoy.

51st Foot Reserve Companies from Chester to Portsmouth.

56th Foot Reserve Companies from Spike Island to Kinsale.

59th Foot from Mullingar to Enniskillen.

60th Foot, 1st Battalion, Reserve Companies from Armagh to Maryborough.

60th Foot, 2d Battalion, from Dublin to Templemore.

61st Foot Reserve Companies from Londonderry to Maryborough.

66th Foot Reserve Companies from Dublin to Newbridge.

77th Foot Reserve Companies from Buttevant to Newcastle.

84th Foot Reserve Companies from Portsmouth to Gosport.

85th Foot from Blackburn to Manchester.

86th Foot Reserve Companies from Jersey to Portsmouth.

93d Foot Reserve Companies from Ayr to Fort George.

94th Foot Reserve Companies from Chatham to Portsmouth.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS CONNECTED WITH THE NAVY AND ARMY.

HOUSE OF COMMONS, APRIL 6.

Army Estimates—Sir J. C. Hobhouse said, with reference to what had fallen from Sir H. Hardinge on a former evening, on the subject of soldiers' pensions, that

that point had since received his most serious consideration. He was then ready to make certain statements connected with it, but he thought that it would be better to set apart an evening for the consideration of the whole question substantively, rather than discuss it incidentally on a vote of supply.

Sir H. Hardinge would follow the example of the Honourable Baronet, and not then enter into details; but on a future occasion he should move for returns, to illustrate his view of the question.

On the vote for 2638*l*. 1*l*s. 1*d*., on account of the Royal Military College,

Sir H. Hardinge expressed his disapprobation of the economy that had reduced this vote so low. The Americans had 400 cadets, which cost them 30,000*l*. a year; and he was of opinion, that so great a reduction under this head would not be beneficial to the country. He thought it was a bad species of economy which would go to deprive all young officers of the means of obtaining a military education.

Lord Althorp said, that in the present state of the country, and in a period of peace, he thought there was no reason for the continuance of such an expense, and that at the Military College education was afforded to the boys at a cheaper rate than they could get it elsewhere.

The vote was agreed to.

On the vote of 666,500*l*. for the half-pay and military allowances to reduced and retired officers,

Sir H. Hardinge, adverting to what had fallen from the Right Honourable Secretary at War on a former evening, as to the extent to which a saving might be effected by resorting with due vigour to a system of commutation with regard to the half-pay, said, while he was in office a system of commuting the half-pay, by making officers on half-pay either go upon service or sell out, was carried to such an extent, that a saving was made to the public of 30,000*l*. a year. He begged to observe, however, that there was a line to be drawn in this case, and that what was practicable on one side of that line might be very cruel and extremely inexpedient on the other.

Sir J. C. Hobhouse said, that what he had said on a former evening was, that a considerable saving might be made to the public by pursuing such a system of commutation with due, but not improper vigour. He was by no means for pushing it further, and least of all did he think of extending it to what might be considered a system of forced commutation.

Mr. Hume found fault with the present system of first commissions, which he contended ought all to be filled up from the half-pay.

Sir J. C. Hobhouse said this would be impossible—at least so as to render the service effective; for it was not to be imagined that men of eight-and-thirty or forty years old, going in as ensigns, could keep up a regular succession, or indeed be able well to discharge their duties, encumbered, as most would be, with families, and estranged in habits from military service.

Sir H. Hardinge concurred in the view taken by the Right Honourable Gentleman, and said that there were thirty or forty cadets every year who earned their commissions by their industry.

Mr. Hume said, all that he opposed was, the giving away of commissions: they ought to be sold.

The vote was then agreed to.

On the vote of 26,324, to reduced officers of local militia and yeomanry,

Sir H. Hardinge complained that this vote should be introduced here, and not taken with that for the militia service.

Sir J. C. Hobhouse, in reply, said that as it was a part of the dead weight of the army, it might as well come in with the rest.

Vote agreed to.

On the vote for 147,423*l.* for pensions to officers' widows,

Sir A. Dalrymple asked whether officers' widows were compelled to swear to the amount of their property, and also whether the Right Honourable Gentleman had taken into consideration the case of the general officer's widow, who had been refused a pension because she had 400*l.* a year.

Sir J. C. Hobhouse said, it was necessary that those who held the public purse-strings should make inquiry before allowing pensions. The circumstances of the parties were, however, to be taken into consideration, for a provision which might be opulence in one case might in another be almost next door to want. In every case this was to be looked at, and in the one alluded to he saw no reason for any alteration of the decision that had been come to.

Sir H. Hardinge confirmed the opinion given by the Secretary at War, when the vote was agreed to.

On the vote for 175,041*l.* for the compassionate list,

Sir A. Dalrymple asked whether Sir J. C. Hobhouse had looked into the case of Captain St. George Lyster, mentioned in the *Times* newspaper.*

* This referred to a letter from Captain St. George Lyster, published in the *Times* paper, in which, after communicating that he should direct his body, after his decease, to be given up to one of the London schools

Sir J. C. Hobhouse said he had, and that he saw no reason to alter the determination that had been adopted respecting it.

The remaining votes passed without opposition.

MAY 17.

Corporal Punishment.—Mr. Hunt gave notice, that on the 22nd instant he would bring forward a motion having for its object to suspend the punishment of flogging in the army for one year.

HOUSE OF LORDS, MAY 23.

Civil Departments Navy Bill.—Lord Auckland moved the order of the day for the second reading of this bill. The principle had been approved of by those more conversant with the working of the machinery of the Admiralty and Navy Boards, among others by Lord Melville; and it would be the means of materially promoting the efficiency of the public service, without adding to the expense of the present establishments.

Lord Ellenborough doubted very much whether the bill would be any improvement on the present system—the rather, as no more inefficient and irresponsible mode of providing for the public service could be devised than boards, in which, though one man did the business, the responsibility was divided.

Lord Napier was anxious to take advantage of that occasion to declare—upon the part of a gallant relation, Captain Symonds, who had been harshly observed upon by the late Comptroller of the Navy in the House of Commons, as a person 'wholly ignorant of the duties of surveyor of the navy'—that no man stood higher in his profession than Captain Symonds—that no officer could more efficiently discharge the duties of his new office. Many gallant admirals and officers, under whom he had served, were willing testimonies to his professional merits; and, in the matter of scientific ship-building, it was admitted on all hands that two ships lately built under the superintendence of Captain Symonds were far superior to those built under Sir R. Seppings.

Lord Colville, although no enemy to reform, feared that this measure went too far. He spoke as an old officer of the service, and one who had had some practical experience.

The bill was read a second time.

for dissection, he took the opportunity of charging Sir Henry Hardinge, one of the best friends of the army, with having, when secretary at war, deprived him of a pension of 70*l.* a year.

HOUSE OF COMMONS, JUNE 6.

Deccan Prize Money.—Lord Althorp stated, in answer to a question of Colonel Sibthorp, that the Deccan prize-money affair, in all its bearings, was then under official consideration, with a view to a speedy settlement.

The Noble Lord also stated, in answer to a question of Sir J. Hope, that it was highly probable that the Scotch land-tax bill, which was dropped last session, would proceed with this session.

JUNE 19.

Case of Somerville.—Mr. Hume presented a petition from the members of the Political Union of Shoreditch, relative to the flogging of Somerville, a private soldier in the 2nd Dragoons. The Honourable Member then presented a petition on the same subject from the Editor of the London *Weekly Dispatch* :—

Corporal Punishment.—Mr. Hunt rose to bring forward his motion for the suspension of the punishment of flogging in the army for one year. For many years he had heard with disgust and abhorrence the treatment which private soldiers experienced in the British army. He remembered full well, that in the 15th Dragoons, then commanded by the Duke of Cumberland, two private soldiers had, to avoid the punishment of flogging, put themselves to death, the one by drowning and the other by cutting his throat. To exemplify the evil consequences which resulted from this species of punishment, he referred to a letter which had been addressed to Sir F. Burdett by a soldier who had served upwards of forty years in the British army, who, though he had subsequently risen to the rank of lieutenant, had originally been a drummer, and who stated that he had himself inflicted this torture three times a week upon his comrades, during the eight years which he remained a drummer.—That letter had been written to Sir Francis Burdett by Mr. Shipp. It was entitled "A Voice from the Ranks, by John Shipp, late a Lieutenant in the 87th Foot." He (Mr. Hunt) was prepared to bring Lieut. Shipp forward to substantiate the facts in that letter, either at the bar of the house, or before any committee that might be appointed. There were many officers, members of that house, who could speak to the gallantry of Mr. Shipp, but unfortunately they were not present. Sir John Malcolm, and several military officers who had served under his command, had, he believed, read every word in the very instructive yet en-

tertaining volume which he then held in his hand. Mr. Hunt here read several passages, but on some symptoms of weariness appearing in the house, stopped suddenly, and said, that he was serious in bringing this motion before the House, and offered to prove all that he had hitherto stated, by competent witnesses, at the bar. It was better, he thought, for the House to have this statement from those who could prove it by their own testimony, than to take it from him who had never seen a punishment of this nature. No, he never had the courage to see a single blow inflicted on a military man in all his life. This was a matter well deserving the most serious consideration of the House, for when it was recollected, that a soldier of the name of Somerville, belonging to the Scotch Greys, had been sentenced to be flogged for an offence which he had never committed,—when it was recollected that he had already received one hundred lashes, and was now lying in the guard-house to receive another hundred lashes, as awarded by his sentence—

Mr. R. Grant (interrupting).—That cannot be. By law it is impossible.

Mr. Hunt was merely repeating the statement contained in a petition then upon the table. He was not prepared to prove the allegations in that petition, but he was prepared to prove the allegations in Mr. Shipp's letter. Mr. H., after occupying the attention of the House for more than half an hour with reading from Mr. Shipp's pamphlet, was commencing to read the arguments which Mr. Shipp built upon those facts—

Mr. Robinson rose to order.—The House had listened with the greatest forbearance to the statement of facts which the Honourable Member for Preston had just read to it; but he could not help submitting to the Speaker, that when the Honourable Member proceeded to read voluminous arguments on those facts, out of a printed pamphlet, he was violating, to a certain degree, the orders of the House.

The Speaker said, it was difficult to draw the limits within which an Honourable Member could be justly entitled to read extracts from printed books as part of his speech. It was evident that the extent to which a member might feel disposed to exercise his discretion in reading extracts from another man's works, must depend much upon the feeling and the patience of the House itself.

Mr. Hunt was aware of the great kindness with which the Speaker had just delivered his decision. He should be sorry to overstep the bounds of a just discretion, but he looked upon the present as a point

* See page 124 for the Report on this inquiry.

of so much importance, that he must go on. The Honourable Member, after reading further extracts from Mr. Shipp's pamphlet, proceeded to notice another abuse, which deserved the attention, not only of the Secretary of War, but of all his colleagues; for he believed that the practice, to which he was alluding, was as illegal, as it was, in a moral sense, tyrannical. He understood that it was not uncustomary for commanding officers to give an offending private the choice of receiving a certain number of lashes, say fifty, in secret, or of abiding the sentence of a court-martial. Now, there could be no doubt as to the illegality of this practice, and, therefore, he trusted that orders would be issued immediately for its discontinuance. He then proceeded to read Mr. Shipp's description of the military punishments which were inflicted in 1808, in Jersey. He afterwards said, that he knew that flogging was inflicted now much less frequently than it was formerly. He recollected, that at the period when their excellent Speaker was Judge Advocate, the amount of flogging was reduced to a standard much lower than that at which it stood when first he came into office. It then became the fashion with several officers in the command of regiments to report that few corporal punishments occurred in their regiments. He hoped that this fashion still continued; but when he heard of such a flogging as had recently occurred at Birmingham, and when he heard of the floggings which occurred so frequently in the Bird-cage Walk, he was afraid that it did not, and therefore he must appeal for support in his motion to the Right Honourable Baronet opposite (Sir J. C. Hobhouse), who had formerly been so strenuous an advocate for the abolition of this mode of punishment. He was well aware that flogging was the law of the land. The Mutiny Act had again passed, and he was, therefore, compelled to submit to the House a proposition, to which, in his opinion, it was bound to accede. He concluded by moving—"That an humble address be presented to his Majesty, praying that he will be graciously pleased to take such measures as will lead to the suspension of flogging in the army, until after the meeting of the next session of Parliament."

Sir J. C. Hobhouse and Mr. Hume rose together. Sir J. C. Hobhouse, however, gave way.

Mr. Hume proceeded to state his determination to support this motion. He had himself read with no less pain than pleasure, the able pamphlet of Mr. Shipp, who had admitted to him, that when he (Mr. Shipp) left the army—

Mr. R. Grant.—When was that?

Mr. Hume.—About eight or nine years ago;—but Mr. Shipp admitted to him that when he left the army, severity of punishment was beginning to disappear. The Honourable Member observed, with reference to the case of Somerville, with whose petition he had been intrusted, that there were very recent instances of severe punishments by courts-martial.

Sir J. C. Hobhouse did not think he had any reason to complain of the manner in which the Honourable Member had brought forward his motion. At the same, he must confess that the details which he had read from the pamphlet were made up of facts connected with the previous practice of the army, and could not be connected with the present practice. There had been a very great change in the discipline of the army; and it was no doubt the general feeling, not only of the country, but the service, that it would be advantageous to abolish, or at least to suspend, corporal punishments there. With reference to the option of receiving corporal punishment without a court-martial, instead of the chance of a greater punishment with a court-martial, he could assure the House that that did not take place at all. As to secret courts, there were various courts in the country whose proceedings were secret, so far as the public were concerned; but reports of courts-martial were always transmitted to the Horse Guards; and, of course, the proceedings might, on a proper occasion be forthcoming, and be laid before the House. The Honourable Member for Preston knew his (Sir J. C. Hobhouse's) sentiments on this subject; for when he alluded to the matter in the debate on the Army Estimates, he had told them what they were. It was a mistake to suppose that he had changed his opinions; he had not changed them. With regard to Somerville's case, he had inquired at the Horse Guards the moment he had received information of it. With respect to the possibility of inflicting corporal punishments by instalments, it could not be done, and the petitioner was mistaken if he thought this was the practice of courts-martial. As to the proposed address, he was not sure that the King was able to carry into effect the abolition or suspension of corporal punishments. It was a novel thing. He begged to say, that he, in conjunction with his Right Honourable Friend (Mr. R. Grant), and with the sanction of the Commander-in-Chief, had, in framing the Articles of War, been able to reduce the number of lashes from three hundred to two hundred inflicted by regimental courts-martial, and by garrison courts-martial from five hun-

dred to three hundred. This was an attempt at regulation, and he could assure the House, that there was the greatest disposition in the army to discourage corporal punishments.

Mr. Robinson was ready to support the motion of the Honourable Member for Preston. Flogging was a most brutalizing and degrading punishment, and unless a better case could be made out for the necessity of continuing it than had been stated by the Right Honourable Baronet, he should be ready to support any measure short of abolition.

Colonel Evans supported the motion. The severity of corporal punishments was one of the reasons which deterred persons from entering the army. In time of war, he, as a professional man, would not have recommended the suspension; but in time of peace he thought the experiment might be made.

Mr. Kemmis suggested that the power of inflicting lashes might be taken from regimental courts-martial, and the power of punishment by hard labour or solitary confinement substituted.

Mr. R. Grant doubted whether the motion could be entertained, and whether the Crown had the option of varying the Articles of War. He repeated the statement of the Secretary at War, that the practice of the army in respect to corporal punishments had altered since the time referred to by the Honourable Member for Preston.

Colonel Davies also remarked, that the present system of discipline in the army was entirely different from that described in the pamphlet. The last instance mentioned there was in 1808. He was disposed to concur in the suggestion of the Honourable Member (Mr. Kemmis,) to take away from minor courts-martial the power of inflicting corporal punishments, which might be safely intrusted to district courts.

Mr. Calcraft said that, during the short time he had been in the army, he had observed that corps in which corporal punishment prevailed, were generally inferior, and that a flogged man was a lost man.

Sir John Burke thought, that at a time when the disposition of the Commander-in-Chief, and of the officers generally commanding regiments, were hostile to the system of flogging as a general punishment, and when it was known that an officer commanding a regiment received credit at headquarters, in proportion to the extent in which flogging was diminished in that regiment, he hoped the House would feel that the present motion ought not to be pressed.

Mr. Hunt, in reply, urged the expediency of presenting the address, were it only to show the disposition of the House on the subject.

The House then divided—for the motion 15, against it 33—majority 18.

JUNE 29.

Navy Estimates.—Sir J. Graham moved certain resolutions, which were agreed to. On the vote, 45,635*l.* for salaries and contingent expenses of the Navy Office,

Mr. Hanne complained of the appointment of an officer (Captain Symonds) as surveyor of the navy, when there were pupils who had been educated at the School of Naval Architecture, at a considerable expense, who were passed over. It was naturally a subject of great regret to these young men, that after sixteen years' service, the door of promotion was shut against them.

Sir J. Graham said, that what had fallen from him on a former occasion, in reference to this matter had been misunderstood. These gentlemen were, under the order in council, eligible to the various offices connected with the navy, and there was scarcely one of them at present that did not hold some office of trust. All he had to say now was, to repeat what he had stated on a former occasion, that there was not one of those gentlemen at present who was sufficiently qualified to fill the office of surveyor to the navy.

Sir B. Martin said, that in his opinion Captain Symonds was altogether unfit for the situation of surveyor of the navy, to which he had been appointed by the Right Honourable Baronet.

Sir J. Graham said, that in appointing Captain Symonds to that office, he had acted in accordance with the best naval advice, and he was persuaded that he was more competent than any other gentleman that could be selected to fill it.

Sir G. Cockburn dwelt on the great merits and services of Sir R. Seppings, and contended that it was unnecessary to displace him to make room for Captain Symonds.

Sir G. Warrender concurred in the praise bestowed on the services of Sir Robert Seppings, and said that, without criticising the appointment of Captain Symonds, he had heard, with regret and surprise, the Right Honourable Baronet state that there was not one of the gentlemen in the School of Naval Architecture qualified to fill that situation.

Lord Ingestre said that the appointment of Captain Symonds was a slur upon a body of gentlemen, every one of whom he could state, from his own knowledge, was

competent to fill any of the civil appointments connected with the navy.

The vote was agreed to.

Sir J. Graham, referring to a discussion that had taken place on a former evening on the subject, said he now proposed to withdraw for the present the vote for the construction of all works connected with new government docks.

ARMY PRIZE-MONEY.

Notice is hereby given, that the distribution of Deccan booty, which was to have commenced this day, pursuant to the intimation given in the *London Gazette* of the 3d instant, is suspended, in obedience to instructions from the Lords Commissioners of His Majesty's Treasury, contained in a letter, of which the following is a copy.

By order of the Trustees of the Deccan Booty.

C. G. J. ARBUTHNOT and
JOHN KIRKLAND.

COPY OF THE LETTER ABOVE REFERRED TO.

Treasury Chambers, Aug. 7.

My Lord Duke and Sir—I am commanded by the Lords Commissioners of His Majesty's Treasury to inform you, that in consequence of an appeal lodged in the office of His Majesty's Most Honourable Privy Council, on the part of Sir Thomas Hilslop and Sir Lionel Smith, and of an address which has been voted by the House of Commons, a copy of which is inclosed herein, it is considered expedient that the distribution of the Deccan prize-money, ordered to take place this day, be suspended, till an opportunity be given for the decision of the Privy Council in this case.

I have the honour to be,

My Lord Duke and Sir,

Your very obedient humble servant,

(Signed) T. SPRING RICE.
To the Trustees of the Deccan booty.

COPY OF THE INCLOSURE IN THE ABOVE LETTER.

House of Commons, May 6.

Ordered,—That an humble address be presented to His Majesty, praying that His Majesty may be graciously pleased to give directions to suspend the execution of his royal warrant of the 31st of July, 1832, directing the distribution of the Deccan prize-money and booty, so far as relates to the claims of Sir Thomas Hilslop and Sir Lionel Smith.

GENERAL ORDER.

*Horse Guards,
11th August, 1832.*

The General Commanding in Chief having had the honour to submit to the King the proceedings of a Court of Inquiry, held at Weedon, on Wednesday, the 18th of July, and continued by adjournment to Wednesday, the 1st of August, 1832, to investigate the case of private Alexander Somerville, of the 2d (or Royal North British) Dragoons, as set forth in the following petition of Richard Smith to the House of Commons:—

“That the Petitioner, on the 24th of May last, received from Robert Bell, the printer and publisher of the *Weekly Dispatch Newspaper*, of which the Petitioner is editor, a letter which had been addressed to him by a private of the 2d Dragoons, commonly called the Scotch Greys, now stationed at Birmingham, and franked by Major Wyndham, the officer in command of the regiment; that from this letter the Petitioner published, in the *Weekly Dispatch* of the 27th of May, the extracts which follow:—“As a private of that regiment I have certainly the means of knowing fully the opinions which pervade the rank in which I serve; it was surely true, that a few sent their names to the roll of the Political Union; but let no man think that those who refrained from doing so cared less for the interests of their country; I, for one, made no such public avowal of my opinions, for I knew it to be an infringement of military law, but I was one who watched with trembling anticipation the movements of the people of Birmingham; we knew well the position in which we might be placed should events require the physical acts of the community, for, while we ventured to hope that any collision between the civil and military forces would be prevented, by the moral energies of the former, we could not help betraying a fear that the unprincipled and lawless, who are ever either or more or less to be found, might take the opportunity of the turning of affairs to commit outrages on property, in which instance we should certainly have considered ourselves as soldiers bound to put down such disorderly conduct; this, I say, we would certainly have felt to have been our duty, but against the liberties of our country we would have never, never, never have raised an arm; the Scotch Greys have honourably secured a high character in defence of their country, and they would be the last to degrade themselves below the dignity of British soldiers as acting

the tools of a tyrant. The Duke of Wellington may, if he sees or hears of this, assure himself that military government shall never again set up in this country.' That on the arrival of the Weekly Dispatch, containing these extracts, in Birmingham, a report got abroad that the author of the letter from which they were taken was a private in the Scotch Greys of the name of A. Somerville, and, as it will be presently seen, this report had immediately reached the ears of the Commanding Officer of the regiment, Major Wyndham; that, in a day or two after, this man, Somerville, was picked out from the ranks and directed to perform, with an unbroken horse, an exercise which, even with the best trained horses, is one of difficulty, and that, having failed to perform it, he was ordered to try again, which, considering the thing to be impracticable, he refused, for which act of disobedience he was immediately placed in confinement; that shortly afterwards he was sent for by Major Wyndham, and privately subjected to a series of interrogatories with respect to the letter which he was reported to have written to the said Robert Bell; that Major Wyndham demanded of him whether he was not the author of 'the libel on the Scotch Greys which had appeared in the Weekly Dispatch?' to which Somerville at once frankly answered, that he was the writer of the letter alluded to, but that he did not consider it any libel; that on this Major Wyndham broke out into a strain of great abuse of the letter, declaring the sentiments it contained to be abominable and inflammatory, calculated to encourage the Political Unions, which he said were illegal, and the mob to break the peace, which it was the duty of the military to preserve; that Somerville had, in writing it, been guilty of treason to the King by whom he was paid; that soldiers had no right to form opinions on any political subject whatever, and that their only duty was obedience; that Somerville replied, that he could not see how there was any treason in saying that the Scotch Greys would never fight against the liberties of their country; that he considered soldiers were not paid by the King but by the people, and sworn only to be faithful to the King in his capacity of head of the people; that he thought it had been admitted by his Majesty's Ministers that there was nothing illegal in Political Unions, constituted as they had hitherto been, and that so far from wishing to encourage the mob to violence, he had said, in the letter complained of,

that he and his comrades would, under any circumstances, consider it to be their duty to put down all outrages on property; that Major Wyndham still persisted in pronouncing Somerville to have been guilty of the most unjustifiable conduct, and dismissed him with these emphatic words, 'But, my lad, you are now where you will repent of it!' that five minutes after this preliminary interrogation, Somerville was arraigned before the Court-martial for the disobedience of orders before mentioned, and being found guilty, was sentenced to receive two hundred lashes on his bare back; that, two hours after, one hundred of the number of lashes awarded were inflicted upon him, in the presence of the assembled regiment, and that he now remains in confinement awaiting the infliction of the remainder of this most cruel and ignominious punishment; that Somerville had never before been tried or punished for any offence whatever, having always before conducted himself with unimpeached correctness and steadiness; that the Petitioner conceives it to be clear, from the facts before stated, some of which he knows to be true, and all of which he believes can be fully substantiated, that the man has been thus punished, degraded, and disgraced, less on account of the act of insubordination of which he was found guilty, than of the political offence he has given to his officers by writing the letter before mentioned to the said Robert Bell; that it appears to the Petitioner the man was purposely entrapped into the offence which he committed against military law, in order that he might be punished for what was no offence against a law either military or civil, and that the conduct of his Commanding Officer in extracting from the man while in custody, and on the point of being tried for disobedience of orders, a confession that he had been guilty of something else, which, in the judgment of that officer, amounted to treason, was infallibly calculated to produce on the mind of Major Wyndham, and through him on the minds of the other members of the Court-martial, an impression against the prisoner, which must have had a great though most unfair influence in determining the measure of punishment he should receive; that the Petitioner begs to submit, that there was nothing in the published and before-recited extracts from Somerville's letter which ought to have thus marked him out for vengeance, or which it was not perfectly becoming in a British soldier to have written; that it has been long settled law, that the char-

character of citizen merges no further in that of soldier than is absolutely necessary for the purposes of good discipline, and that there was nothing subversive of good discipline in Somerville's expressing an earnest wish that a measure which the King, the King's Ministers, the House of Commons, and a vast majority of the people, had pronounced to be necessary to the welfare of the country, should be carried by peaceable means, and still less in his announcing it to be the determination of himself and his comrades not to lend themselves to any attempt that might be made by a military faction, headed by a military Duke, to put down by force of arms the sense of the King, the King's Ministers, the House of Commons, and the people, on the subject; that, were it to be held that a man by enlisting into the army gives up all right to think for himself, and all care for the welfare of his country, the citizen-soldiers of Great Britain would be degraded to the condition of a set of wretched mercenaries, whose existence might be useful to a tyrannical government, but could only be attended with danger to the rights and liberties of their fellow-countrymen; and finally, that the conduct pursued by the aforesaid Major Wyndham towards the said A. Somerville, is such a gross perversion of authority, such an invasion of the right of freedom of opinion possessed by British soldiers, in common with all the rest of their fellow-subjects, and is of a tendency so injurious to the character and efficiency of the British army, as to deserve the most serious consideration of the House; and praying the House to cause inquiry to be made into the case of the said A. Somerville, and to do otherwise in the premises as in their wisdom they shall deem fit."

And in the following extract of a letter from private Somerville to a gentleman in Glasgow, published in the '*Times*' newspaper of the 10th of last July:—

"I had been attending the riding-school for lessons, when, on the morning of the 28th of May, the day following the publication of my letter, I was ordered to mount a horse untrained to riding, and to ride in another class further advanced than I was. I obeyed, but found the horse unmanageable.

"After the horse had turned repeatedly out of the ranks, I dismounted, and refused to re-mount. I was confined in consequence, and next day taken before Major Wyndham, the commanding officer. The major said I was getting sulky on their hands, and spoke of my disobeying orders. •

"I replied, 'I surely disobeyed orders, and was extremely sorry for it.'—'Aye, but' (says the Major) 'you are very fond of writing articles in the newspapers.' Then taking up the *Dispatch*, he asked me if I knew anything of that libel on the regiment therein published. I answered, 'That I knew of no libel; but that I certainly had written a letter to the Editor of that paper, and I believed that a part of it was published.' The Major then commented on the treasonable tendency of that letter; said, 'that I was paid by the King, sworn to the King, and had no right to form opinions for myself on any subject whatever—far less to express them; that I had given countenance to the *Mob* and the *Political Unions*, which were illegal and unconstitutional societies,' and then asked what I had to say for myself. I said, 'That by saying the Scots Greys would never fight against the liberties of the people, I could not see how I had been speaking treason; that I did not consider myself paid by the King, but by the people; and that I only thought myself sworn to the King in his capacity as head of the people; and as to the Political Unions, they were certainly within the bounds of the law, as the Government had declared them to be so; and instead of giving encouragement to the *Mob*, I had declared in my letter, that the Scots Greys would feel it their duty to put down all outrage.' This is the sum of what passed. I was then dismissed, with these words—'But, my lad, you are now where you will repent of it!' Five minutes afterwards, I was served with an indictment, and told to prepare for a Court-martial immediately.

"No mention was made in the Court relative to my writing the letters; but it was the impression upon every soldier at the time, that it was through prejudice alone I had been brought to trial, as you shall see by what followed my punishment.

"The minutes of the Court were read and approved of by Major Wyndham, and I was sentenced to receive two hundred lashes; one hundred of which I got. After being taken down, and remanded to the hospital from the place of punishment, Major Wyndham harangued the troops for a quarter of an hour, wholly on the crime of my having written in the *Dispatch*.

"Now, why did Major Wyndham, if I was punished for disobedience of orders, comment on the political affair, and never at all advert to that for which it was said that I was tried and punished?

"I have been in expectation of my dis-

charge for some days past, but although it is quite certain that Sir J. C. Hobhouse, the Secretary at War, has granted it, I do not now expect it for some weeks.

"I had a letter to-day from London, which says, that Sir J. C. Hobhouse does not wish to discharge me, until the matter is at rest a little. Now this is nothing but to keep me in the fangs of enemies and daily tormentors, until the matter is ended, so as to keep me from stating facts, which they know I would state, were I at liberty. I am, Sir, your obedient servant,

"PRIVATE A. SOMERVILLE,
"Scots Greys."

"To Mr. John Craig,
"Woodside, near Ayrshire."

And also to investigate any further circumstances, though not stated in the before-mentioned documents; which Private Somerville might be desirous to submit for investigation, and which related to the same complaint, and carefully to consider the whole case, and to report their opinion, whether Major Wyndham, in dealing with the case of Private Alexander Somerville, of the Royal North British Dragoons, acted upon any, and what occasion, in a manner unbecoming his station and character as the temporary commanding officer of that regiment.

Upon which several matters the Court reported as follows:—

"WEEDON,

"Wednesday, 1st August, 1832.

"The Court having appropriated the morning of the 28th of July to the perusal of the evidence offered by the parties, and further having given up the following Monday and Tuesday, the 30th and 31st of July, to the selection of such parts of the letter and petition as bear upon Major Wyndham's conduct in the case under review, and of other circumstances set forth in the evidence of Private Somerville, not contained in these papers; and having also compared the conflicting parts of the evidence in each separate branch thereof, proceed, in conformity with the intent and meaning of the instructions of the General Commanding in Chief, to offer its opinion, not only upon the facts, but upon the insinuations conveyed by these papers and evidence, prior to its reporting, as it has been ordered to do by these instructions, whether Major Wyndham, in dealing with the case of Private Somerville, acted upon any, and what occasion, in a manner unbecoming his station and character 'as the temporary Commanding Officer,' of the 2d or Royal North British Dragoons.

"It appears to the Court, that the most

convenient method of exhibiting its opinion on the facts and insinuations referred to, will be to analyse the papers in question separately; transcribing, in order, the several statements contained in each of them, and following each statement with such opinion as the Court has formed on it, after examination of the evidence.

"The first paper before the Court is the Petition of Richard Smith to the House of Commons; and the next, the extract published in the '*Times*,' purporting to be an Extract of a Letter from Private Alexander Somerville to a gentleman in Glasgow.

"After analysing and commenting on these in the manner already described, the Court will proceed to notice what appears the only material allegation in the evidence of Private Somerville, which is not contained in one or other of the above-mentioned papers.

"*The Petition of Richard Smith to the House of Commons.*

"1st. 'In a day or two after, this man was picked out of the ranks.'

"Incorrect:—as the paper was that of the 27th, and at least only received on that day at Birmingham; and the refusal to mount at the riding-school took place early on the 28th. There is no evidence that Somerville was picked out;—on the contrary, it appears that he went to the riding-school, as a matter of course, with the other recruits, to take a lesson.

"2nd. 'Directed to perform with an unbroken horse.'

"Contrary to evidence; the horse was a well-trained horse.

"3rd. 'An exercise which, even with the best trained horse, is one of difficulty.'

"It is distinctly denied by evidence, that the ride was more difficult than usual.

"4th. 'Having failed to perform it.'

"No such difficult exercise was ordered, and therefore there cannot, properly speaking, have been any failure.

"5th. 'He was ordered to try again, which, considering the thing to be impracticable, he refused.'

"He was only ordered to remount, and not to try again, which would admit the difficulty, a question already disposed of; giving him another trial, meant that he should have another opportunity of freeing himself from the charge of disobedience.

"6th. 'That shortly after he was sent for by Major Wyndham.'

"Twenty-four hours elapsed between these two occurrences.

"7th. 'And privately subjected to a series of interrogatories.'

"The assertion that he was privately examined is not correct;—the Adjutant and Serjeant-Major were present, and the questions put to him were not numerous.

"8th. 'That on this, Major Wyndham broke out into a strain of great abuse of the letter.'

"Major Wyndham, after saying that Somerville's insubordination in the riding-school could not be passed over, censured the letter; but it does not appear that he broke out into a strain of great abuse, nor is there any evidence that he called the sentiments abominable and inflammatory.

"9th. 'And dismissed him with these emphatic words: "But, my lad, you are now where you will repent of it."' "

"Somerville himself, in his evidence, only quotes the words 'you will repent of it,' and the other persons who were present, do not say that they heard any words of the sort.

"10th. 'That five minutes after, &c. he, Somerville, was arraigned before a Court-Martial.'

"The Court-Martial did not sit until an hour and a half after the conversation.

"11th. 'That two hours after, one hundred of the number of lashes awarded were inflicted, &c. and that he now remains in confinement, awaiting the infliction of the remainder.'

"He received his punishment at half-past four; the crime was delivered to him at eleven. The Court-Martial closed its proceedings before two. Somerville himself contradicts the assertion, that a second infliction was intended. Major Wyndham must have known that was illegal. In fact, Somerville ceased to be a prisoner as soon as he was taken down.

"12th. 'Most cruel punishment.'

"It appears to the Court, on a full consideration of all the circumstances of this case, that the punishment was neither cruel in degree, that is, in proportion to the offence proved against Somerville, (though that would have been matter of accusation against the Court, and not against the Commanding Officer, unless he advised and urged it,) nor was it carried into effect with cruelty, nor was it executed in full, for, on the contrary, it was stopped by the spontaneous act of Major Wyndham, without the interference of the Medical Officer present, nor was it as severe as other punishments inflicted un-

der Major Wyndham's orders, and which are referred to in the minutes of evidence.

"14th. 'The man has been thus punished, degraded, and disgraced, less on account of an act of insubordination, than of the political offence.'

"As this allegation embraces the whole subject, the opinion of the Court can be gathered only from the summing up of this report.

"15th. 'The man was purposely entrapped.'

"This is decidedly contradicted by the evidence, and the Court feels it a duty to state, that there is no pretence for the assertion.

"16th. 'Extracting from the man while in custody, and on the point of being tried for disobedience of orders, a confession, &c.'

"By extracting is not to be understood forcing. Somerville seems to have answered the questions as readily and quickly as they were proposed, and by no means unwillingly. The question as to the letter was not asked till Major Wyndham had announced that the military offence was too serious to be passed over.

"17th. 'Which was infallibly calculated to produce in the mind of Major Wyndham, and through him on the minds of the other members of the Court-Martial, an impression against the prisoner, which must have had a most unfair influence in determining the measure of punishment.'

"Major Wyndham could not be a member of the Court, therefore through him, as such, no impression could have been produced; neither is there the smallest evidence that Major Wyndham, in any manner or degree whatever, endeavoured to bias the Court in pronouncing its sentence.

"He was absent from barracks from the moment he ordered it to assemble, until some time after it closed its proceedings.

"18th. 'Marked him out for vengeance.'

"It is already recorded that the punishment was inflicted without any vindictive severity.

"19th. 'The conduct pursued by Major Wyndham is a gross perversion of authority.'

"The proceedings of Major Wyndham are not entirely approved, as will be seen by the sequel of this Report.

"Private Somerville's Letter."

"1st allegation. 'The day following the publication of my letter,—I was ordered to mount a horse untrained to riding.'

"The order to ride a particular horse on the 28th May had no connexion whatever with the letter. It is proved that the horse B 30 was sent to the riding-school that day quite incidentally.

"2nd. 'Untrained to riding.'

"This contrary has been fully proved; the horse was so quiet and docile, as to have been rode by a boy with his instrument in the band before and since.

"3rd. 'And to ride in another class farther advanced than I was.'

"Not proved; no changes or selection have been stated in evidence.

"4th. 'I found the horse unmanageable.'

"This is contrary to the evidence of all present; it is only proved that the horse was unsteady owing to Somerville's inattention to the riding-master's directions.

"5th. 'After the horse had turned repeatedly out of the ranks.'

"It is distinctly denied by evidence, and it does not appear to the Court, that the horse ever turned out of the rank, except upon the occasion when Somerville dismounted.

"6th. 'I was next day taken before Major Wyndham.'

"This involves no irregularity in common cases. The Adjutant and Sergeant-Major were present.

"7th. 'The Major said that I was getting sulky on their hands.'

"Though asserted in evidence by Somerville, this is not confirmed by the other persons who were present.

"8th. 'I replied I was extremely sorry for it.'

"It is proved that he said something to this effect; but it is stated by the Adjutant, as well as by Major Wyndham, that his manner did not manifest contrition.

"9th. 'The Major then commented on the treasonable tendency of that letter.'

"The epithet 'treasonable' is asserted only by Somerville, denied by Major Wyndham, and not admitted by the other two persons present; it is therefore not proved.

"10th. 'I was then dismissed with these words,—'But, my lad, you are now where you will repent of it.'"

"Somerville alone states that the five last words were used, and even in these his evidence is unsupported by any other testimony; of the other words no proof was offered.

"11th. 'Five minutes after, I was served with an indictment, and told to prepare for a Court Martial immediately.'

"The crime was delivered to him at half-past 10, and he was tried at 12.

"12th. 'It was the impression of every soldier at the time, that it was through prejudice alone I had been brought to trial.'

"This is but an insinuation, and no attempt was made by Somerville during the investigation to give the Court any evidence of such an impression, which must have been heard of, if not felt, by some of the men summoned and examined.

"13th. 'After being taken down and remanded to the hospital.'

"If this was meant as an insinuation that he was taken down from exhaustion, it is opposed to the proofs adduced of the remission having resulted from the consideration of his being a recruit.

"14th. 'Major Wyndham harangued the troops.'

"This has been proved.

"15th. 'Why did Major Wyndham, if I was punished for disobedience of orders, comment on the political affair, and never at all advert to that for which I was tried and punished?'

"It is by no means unusual, nor does it appear to the Court improper, for a Commanding Officer to address his Men when assembled on such an occasion, more particularly as it was reported in Birmingham, at that very time, that several of Major Wyndham's men had joined the Political Unions, and would not act against the mob; under these circumstances, and while the troops were liable to be called out every hour, Major Wyndham might properly take the opportunity of the first parade, to recommend strongly to them to keep themselves unconnected with politics, and to encourage them to do their duty.

"Private Somerville's Evidence, page 15. 'Lieutenant Gillies said,—

"It was because the horse was not easily managed that he, Lieutenant Gillies, had set me on it."

"This is directly denied by Lieutenant Gillies, and not confirmed by any body else.

"A detailed account of the proceedings of the Court at each sitting, and the minutes of the evidence taken before them, will be found annexed as an Appendix to this Report.

"Having now examined in detail, and, according to the evidence before them, disposed of the particular allegations against the conduct of Major Wyndham, which they preferred in the documents transmitted to them by the General Commanding in Chief, or which have been suggested in the course of the present inquiry, the Court will next proceed to state their own opinion on the principal points comprised in the general question referred by the instructions of the General Commanding in Chief to their consideration.

"In relation to these points the Court is of opinion,

"That Major Wyndham acted injudiciously in entering into conversation with, or making inquiries of, Private Somerville on the subjects of the letter in the *Dispatch*, while Private Somerville was before him as a prisoner, charged with a military offence; and that this was especially inconsiderate at a period, when, from the excitement which prevailed in the neighbourhood, and from the nature of the contents of that letter, the object and purpose of such conversations and inquiries were peculiarly liable to be misinterpreted.

"That Major Wyndham, when he heard a recruit offer the highly objectionable opinions, which are recorded to have been expressed to him by Private Somerville, respecting the duty and allegiance of a soldier, acted injudiciously in not suspending all proceedings against Private Somerville, in relation to the military offence wherewith he was charged, and laying before the general of the district a full statement of the case of Private Somerville, and of the opinions so expressed by him, in order to obtain from the general commanding the district instructions applicable to the occasion.

"That the method of procedure which Major Wyndham followed in bringing Private Somerville to trial before a Court-Martial, the effect of which was, that Private Somerville was warned for trial, tried, and punished, within the compass of a very few hours, and especially that he was brought to trial only an hour-and-a-half after he received notice of it, were unduly precipitate, and in that respect not justified by the general usage of the Service, though in accordance with the practice of the Scots Greys, and, as the Court believe, of other regiments of cavalry.

"But the Court is further of opinion, that the military offence which Private Somerville was alleged to have committed in the Riding-School, and of which he was afterwards convicted, appears, from the evidence before them, to have been of a nature to require serious notice, and such as Major Wyndham might justifiably refer to the consideration of a Court-Martial; and on the conviction of the prisoner before the Court-Martial, and his being sentenced to receive a corporal punishment, a result at which that tribunal arrived, without any previous communication between Major Wyndham and any of its members, this Court does not conceive, that in causing one-half of the awarded punishment to be inflicted, (the other half being remitted by his own voluntary act,) Major Wyndham can be censured as having acted in a manner inconsistent with military law or usage; more especially as the responsibility then resting on Major Wyndham, and the critical circumstances in which he was placed, rendered it peculiarly incumbent on him to keep his troops in a state of discipline and efficiency.

"And, on the whole, this Court is of opinion, that, though in the respects before mentioned, the conduct of Major Wyndham, in dealing with the case of Private Somerville was deficient in that care, discretion, and judgment, which the circumstances of the case required of him, as the officer in temporary command of the regiment, yet there is nothing to warrant the conclusion that, while he ostensibly proceeded against Private Somerville for a military offence, he was, in fact, influenced by some feeling or purpose of a vindictive nature towards that individual, on account of his political acts or sentiments, or that, throughout this transaction, he acted with any views, or from any motives, unbecoming his station and character, or in any such manner as could subject his honour as an officer to just impeachment.

(Signed)

"T. BRADFORD, Lt. Gen. and President.

"J. NICOLLS, M. Gen.

"A. CAMPBELL, M. Gen.

"GEO. BURRELL, Colonel.

"J. TOWNSEND, Lt. Col. 14th Lt. Drag.

"ROBERT GRANT, J. A. G.

"His Majesty has been pleased to signify his approbation of the manner in which the Court has executed its functions, and his entire concurrence in the observations and opinions contained in its report.

"His Majesty has further been pleased

to express his deep regret that an officer of the rank and distinguished service of Major Wyndham, and who has ever maintained a character so free from reproach, should, on the occasion, and in the instances mentioned in the report, have evinced a deficiency in the care, discretion, and judgment required of him, as the officer in the temporary command of a regiment.

"His Majesty has, however, been pleased at the same time to express his satisfaction that nothing has appeared, in the course of the inquiry, to authorise any conclusion which would reflect discredit on the purposes, feelings, or motives, of Major Wyndham, or which could subject his honour to just impeachment.

"The General Commanding in Chief directs, that the foregoing report of the Court of Inquiry, with His Majesty's pleasure thereon, shall be entered in the General Order Book, and read at the head of every regiment in His Majesty's service.

"By command of the Rt. Hon.

"The Gen. Commanding in Chief,
JOHN MACDONALD, *Adj. Gen.*"

INSTRUCTIONS FOR PAYMASTERS and others
RELATIVE TO THE CONVEYANCE OF SOLDIERS
AND THEIR FAMILIES, BY COASTING, STEAM, OR CANAL NAVIGATION.

War-Office, 1st Aug. 1832.

It appearing that notwithstanding the directions given to Paymasters and others, more especially in Articles 223 and 302 of the Explanatory Directions, Soldiers on duty, and discharged Soldiers and their families, frequently proceed by land, when they could, with more expedition and less expense, be forwarded to their destination wholly, or in part, by sea or canal, or by rail-road; the Secretary at War has deemed it advisable to circulate, for the information and guidance of Commanding Officers, Paymasters and others, the accompanying Instructions, together with Statements showing the places from and to which passages may be obtained, by coasting, steam, and canal navigation, and also the rates at which Soldiers and their families can be so conveyed.

1. For the conveyance of Soldiers from England to Ireland, and vice versa, application is to be made to the District Office, at the respective ports, where every information relative to the terms of the contracts entered into may be obtained, and the same rule should be observed in respect to inland conveyance by canal or rail-roads.

2. Where no contract or agreement exists, care should be taken to obtain the con-

veyance at the cheapest rate, and no more than the actual and necessary cost is to be charged to the public, the receipt of the proprietor of the conveyance being annexed as a voucher.

3. No allowance whatever being granted by the public to the wives and children of Officers, Non-commissioned Officers, and Privates, when accompanying their husbands on the march, the expense of their conveyance by sea, canal or rail-road will not be allowed by the public, although, in the contracts with this office, stipulations are sometimes made for such conveyance upon more eligible terms than they could provide it for themselves.

4. The expense of the passages of the wives and children of discharged Soldiers, proceeding to their homes, is chargeable against the public, as explained in the General Regulation for discharged Soldiers, pages 84 to 96 of the Explanatory Directions. It is, however, to be distinctly understood, that in no case is any charge to be made in the Public Accounts for the conveyance of children under one or above fourteen years of age.

5. No Officer or Soldier should be permitted to embark at the public expense a greater quantity of baggage than is authorised by the existing regulations; if any additional expense is incurred on that account, it must be borne by the individual to whom the baggage belongs.

6. In all cases in which Officers, Non-commissioned Officers, and Privates are conveyed coastwise, and victualled at the public expense, the usual stoppage of 3d. a day from each Officer, and of 6d. a day from each Non-commissioned Officer and Soldier, must be made and credited to the public.

7. A daily allowance for the subsistence of discharged Soldiers and of their families, for the period they are unavoidably detained at any port, waiting for a passage, may be issued at the following rate.

To a discharged Soldier (not having received twenty days' pay on discharge, or pension in advance) 1s.

Wife of a discharged Soldier 10d.

Each child of do. (above one and not exceeding fourteen years of age) . 6d.

N.B. These allowances are not admissible for the day of arrival or of embarkation.

8. In cases in which rations in kind are not supplied at the public expense, during the passage of discharged Soldiers and their families, the following allowance will be granted in lieu thereof, for the probable period of the voyage, viz.—

To the discharged Soldier (not having received 20 days' pay on discharge, or pension in advance) per day, 6d.

Wife of a discharged Soldier 6d.
 Each child of ditto (above 1 and not exceeding 14 years of age) 3d.

9. Forms of certificates to be annexed to the accounts in support of charges for passage money, and for allowance on account of subsistence granted to persons waiting for a passage, or not supplied with rations for the period of the passage, are subjoined.

10. The passages of Soldiers and their

families should be, as a general rule, charged at the place of their disembarkation: when, however, there is no Paymaster, or other public accountant thereat, by whom the passage money can be paid, the amount may be issued and charged by the Paymaster at the place of embarkation, an explanatory remark to that effect being made in the No. 1 Report transmitted to the Paymaster by whom the party is next to be subsisted.

A.

FORM of CERTIFICATE in support of Charges for Subsistence of discharged Soldiers and their Families, unavoidably detained waiting a Passage, and also for Allowances in lieu of Provisions for the probable period of Passage, when Rations are not supplied in kind.

I do hereby certify that _____ a discharged Soldier from _____
 the _____ Regiment of _____ and _____ arrived at _____ on _____
 the _____ and _____ unavoidably detained waiting for a passage to _____
 until the _____ also certify that the sum of _____
 was paid to the said discharged Soldier on account of the subsistence of himself and _____
 from _____ to _____ whilst detained at _____ and _____
 the further sum of _____ in lieu of rations for _____ days, the probable
 period of the voyage from _____ to _____

Commanding Officer,
 Adjutant
 Paymaster.

Dated at _____ the _____ of _____ 18 _____

N.B. When only one of the above-mentioned allowances is issued, the certificate must be altered accordingly.

B.

PASSAGE MONEY.

FORM of CERTIFICATE for Soldiers on Duty, or for Discharged Men and their Families.

Regiment.	Rank and Name.	Name of	
		Women.	Children.

I do certify, that the Individuals specified in the margin, consisting of men, women, and children, arrived at _____ on the _____ of _____ from _____; that they were entitled to a passage to _____ at the public expense, and that they embarked for that port on the _____ of _____

{ Officer superintending
 the embarkation.

I do certify that the individuals above described, landed at _____ on _____
 the _____ of _____ 18 _____

{ District Adjutant, or other
 Officersuperintendingthe
 disembarkation.

NOTE.—This Certificate is not to be used for Men on Pass or Furlough, the amount of their Passage Money being to be recovered from the Paymaster in whose payment the Men may be.

STATEMENT showing the Places from and to which Officers and Soldiers, and their Families, may be conveyed by Canal Boats, and Terms upon which Passages are provided, under a Contract with Messrs. Pickford & Co.

BETWEEN WHAT PLACES.		Officers.	Non-Com- missioned Officers, Men & Women.	Children from 1 to 14 Years of Age.	Entire Boats.	Average duration of Passage.
		L. s.	s.	s. d.	L.	
LIVERPOOL						
and	Northampton....	4 0	14	7 0	28	4 days
	Coventry	3 5	12	6 0	24	3 days
Distance from Bromley 3 miles	{ Lichfield, as far as Bromley .. }	2 10	10	5 0	20	ditto
Ditto from Stone 7 miles	{ Stafford, as far as Stone	2 10	10	5 0	20	ditto
Ditto from Newcastle 4 miles...	Stoke on Trent ..	2 0	8	4 0	16	ditto
Ditto from Nantwich 1 mile...	Wheelock Wharf	2 0	8	4 0	15	ditto
	Middlewich Wharf	1 10	6	3 0	12	ditto
Ditto from Northwich 8 miles..	Wincham Wharf.	1 10	5	2 6	10	ditto
	London	4 0	16	8 0	32	6 days
	Nottingham	3 0	12	6 0	24	4 days
	Leicester	4 0	14	7 0	28	ditto
	Derby	3 0	12	6 0	24	ditto
	Warwick	3 0	12	6 0	24	ditto
	Birmingham....	3 0	12	6 0	24	ditto
	Wolverhampton .	3 0	12	6 0	24	3 days
Ditto from Preston 14 miles ..	{ Chester, as far as Preston Brook }					
	Sheffield					
Ditto from Warrington 1 mile..	Stockton Quay ..	The best conveyance is by land.				
	Chesterfield.....					
	Manchester					
	Macclesfield					
LONDON						
and	Northampton....	2 0	8	4 0	16	2 days
	Coventry	2 10	10	5 0	20	3 days
Distance from Bromley 3 miles	{ Lichfield, as far as Bromley .. }	3 0	12	6 0	24	ditto
Ditto from Stone 7 miles	{ Stafford, as far as Stone	3 0	12	6 0	26	4 days
Ditto from Newcastle 4 miles...	Stoke on Trent ..	3 5	12	6 0	28	ditto
Ditto from Nantwich 8 miles...	Wheelock Wharf.	3 10	14	7 0	28	ditto
Ditto from Northwich 1 mile...	Middlewich	3 10	14	7 0	28	ditto
	Wincham Wharf	3 19	14	7 0	28	ditto
Ditto from Preston 14 Miles ..	{ Chester, as far as Preston Brook }	3 10	14	7 0	28	5 da
Ditto from Warrington 1 mile..	Stockton Quay ..	3 10	14	7 0	28	ditto
	Manchester	3 10	14	7 0	28	ditto
	Liverpool	4 0	16	8 0	32	6 days
	Macclesfield	4 0	16	8 0	32	4 days
	Nottingham	3 0	12	6 0	24	ditto
	Leicester	2 10	10	5 0	20	3 days
	Derby	3 0	12	6 0	24	4 days
	Chesterfield.....	3 15	15	7 6	30	5 days
	Sheffield	3 15	15	7 6	30	ditto
	Warwick	3 0	12	6 0	24	3 days
	Birmingham	3 0	12	6 0	24	ditto
	Wolverhampton .	3 5	12	6 0	26	ditto

STATEMENT showing the Places from and to which Conveyances by Steam Packets, Canal Boats, or Railways may be obtained, and also the present Rates of Conveyance.

Description of Conveyance.	Between what Places.	At what Periods.	Average Duration of the Journey or Voyage.	Rates of Conveyance.								Remarks.
				Officers.	Soldiers on Duty, and also Disabled Soldiers and their Wives.	Children below 14 Years of Age.						
Steam Packet	London and Guernsey, or Jersey	3 times a Mth.	26 Hrs.	2	2	0	15	0	15	0		
"	Leith	Twice a Week	50 "	4	4	0	Per Sailing Packet (See Contract Rates).					
"	Aberdeen	ditto	2 Days	1	5	0	18	0	9	0		
"	Hull	Daily	6 Hrs.	0	5	0	4	0	3	0		
"	Margate	ditto	7 Hrs.	0	4	0	3	0	2	0		
"	Ramsgate	ditto	2 Days	0	9	0	7	0	7	0		
"	Ipswich or Harwich	3 times a Day	4 Hrs.	0	2	0	1	6	1	6		
"	Graysend	Once a Week	2 Days	2	0	0	10	0	5	0		
"	Falmouth	ditto	38 Hrs.	1	10	0	7	0	3	6		
"	Plymouth	Twice a Week	3 Days			0	17	6				
"	Belfast	ditto	4 "	2	0	0	10	0	5	0		
"	Dublin	Daily	8 Hrs.	0	7	0	5	6	2	9		
"	Chatham	ditto	5 "	0	7	6	6	0	3	3		
"	Sheerness	ditto	6 "	0	7	0	5	6	2	9		
"	Southend	Twice a Week	Uncertain	1	11	6	1	1	1	0	With Rations	
"	Newcastle	Once a Week	do.			1	1	0			Ditto	
"	Hull	ditto	do.	1	1	0	15	0				
"	Yarmouth or Norwich	ditto	do.			1	0	0				
"	Sunderland	Every 10 Days	do.			1	10	0				
"	Inverness or Fort George	Twice a Week	3 Days	2	10	0						
"	Dundee	ditto	3 "	2	0	0	15	0				
"	Scarborough	Daily	3 Hrs.	0	4	0	4	0	2	0		
"	Chatham & South End	ditto	1 1/2 Hr.	0	2	6	2	0	1	3		
"	Sheerness	Twice a Week	2 Days	1	1	0	7	0	4	0		
"	Portsmouth & Plymouth	ditto	do.	1	0	0	10	0	5	0		
Sailing..	Ditto	Weekly	36 Hr.	1	10	0	7	0	3	6		
Steam ..	Plymouth & Dublin	Twice a Week	6 "	0	15	0	5	0	2	6		
"	Falmouth	Weekly	12 "	1	1	0	6	0	3	0		
"	Guernsey	Twice a Week	14 "	1	0	0	7	0	3	6		
"	Southampton & Guernsey or Jersey	Weekly	2 Days	0	8	6	8	6			Women and Childr. free	
Sailing..	Portsmouth & ditto ditto	Daily	2 Hrs.	0	2	6	1	6	0	9		
"	Cowes	ditto	4 "	0	3	6	2	0	1	0		
"	Southampton	3 times a Day	1 "	0	1	6	0	9	0	9	Above 10yrs.	
"	Ryde	Daily	2 "	0	2	6	1	6	0	9	Under do.	
"	Southampton & Cowes	ditto	6 "	0	3	6	2	0	1	0		
"	Hull, to Castleford	4 times a Week	6 "	0	12	0	0	12	0	12	Above 10yrs	
Steam...	Bristol and Swansea	Weekly	10 "	1	1	0	1	1	0	1	Under do.	
"	Tenby	ditto	8 "	0	15	0	0	15	0	15	Above do.	
"	Ilfracombe	ditto	8 "			0	5	0			Under do.	
"	Weymouth & Guernsey or Jersey	Daily	8 "	0	10	6	5	0	2	6		
"	Liverpool & Bangor	3 times a Day	1 "	0	0	6	0	6	0	6		
"	Eastham	Weekly	14 "	0	10	0	4	0	2	0		
"	Whitehaven	ditto	24 "	0	15	0	5	0	2	6		
"	Carlisle	Uncertain	11 "	0	7	0	3	0	1	6		
"	Lancaster											

Conveyances continued.

Description of Conveyance.	Between what Places.	At what Periods.	Average Duration of the Journey or Voyage.	Rates of Conveyance.								Remarks.
				Officers.	Soldiers on Duty, and also Discharged Soldiers and their Wives.	Children between 2 and 14 Years of Age.						
Steam...	Liverpool & Isle of Man ..	3 times a Week	8 "	L. 0 10 0	L. 0 5 0	L. 0 2 2						
"	Glasgow or Greenock ..	Twice a Week	34 "	1 5 0	0 5 0	0 2 6						
"	Londonderry ..	Weekly	24 "	1 10 0	0 10 0	0 5 0						
"	Belfast	3 times a Week	18 "	1 5 0	0 5 0	0 2 6						
"	Newry	ditto	20 "	1 1 0	0 4 0							
"	Dundalk	{ 3 times a Fortnight	20 "	1 1 0	0 4 0							
"	Cork	Weekly	36 "	1 11 6	0 10 0	0 5 0						
"	Drogheda ...	3 times a Week	24 "	1 1 0	0 5 0	0 2 6						
"	Waterford ...	{ 3 times a Fortnight.	30 "	1 5 0	0 7 0	0 3 6						
"	New Ross ...	Weekly.	30 "	1 5 0	0 7 0	0 3 6						
Railway.	Liverpool & Manchester..	4 times a Day	2 Hrs.	0 5 0	0 2 2							
"	Newton	ditto	1 "	0 2 6	0 1 1							
"	Bolton	Twice a Day	2 "	0 5 0	0 2 2							
"	Warrington ..	ditto	1 1/2 "	0 2 6	0 1 6							
Canal...	Leeds	Daily	3 Days	0 7 0	0 7 0	0 3 6						
"	Leeds and Hull	ditto	18 Hrs.	0 7 0	0 3 6	0 1 6				Including Rations.		
"	Leith and Hull	Uncertain	4 Days	..	1 0 0	..						
Steam...	Cork and Dublin	Weekly	23 Hrs.	1 10 0	0 6 0	0 3 0						
"	Belfast and Glasgow calling at Greenock	Daily	15 "	1 0 0	0 4 0	0 2 0						
"	Londonderry & Glasgow..	Twice a Week	22 "	1 2 0	0 6 0	0 3 0						
"	Bartou and Hull	Daily	..	..	0 1 0	..				
"	Landguard Fort & Harwich	ditto	..	..	0 0 6	..				
"	Leith and Inverness...	Weekly	30 Hrs.	0 16 6	0 16 6	0 8 3				Summer		
Sailing..	Ditto	ditto	4 Days	0 15 0	0 15 0	0 15 0				Winter		
Steam...	Aberdeen	3 times Week	10 Hrs.	0 9 0	0 9 0	0 4 6				Summer		
Sailing..	Ditto	Weekly	3 Days	0 9 6	0 9 0	0 4 6				Winter		
Steam...	Stirling	Daily	6 Hrs.	0 2 6	0 1 6	0 0 9						
Canal Boat ..	Leith and Glasgow	ditto	14 "	0 6 0	0 4 0	0 2 0						
Steam...	Dublin and Ditto	{ 3 times a Fortnight	24 "	1 12 6	Sole. 8 9 Wrs. 6 3	0 3 1 1/2				Under 12 Years.		
"	Ditto and Ayr .....	..	..	..	0 5 0	..				
"	Inverness & Glasgow ...	Twice a Week	60 "	1 0 0	0 6 0	0 3 0						
"	Aberdeen and Fort George	Weekly	18 "	0 18 0	0 10 0	..				Summer		
"	Inverness	ditto	18 "	..	0 10 0	..						
"	Portpatrick & Donaghadee	Passages are provided under the direction of the Navy Board.										
"	Dublin and Belfasta	Daily	13 Hrs.	1 1 0	0 4 0	0 2 0						
"	Robertstown ..	ditto	6 "	0 4 2	0 2 6	..				Children under 2 Years free.		
"	Athy	ditto	12 "	0 5 6	0 3 6	..						
Grand Canal .	Dublin and Mt. Mellick ..	ditto	12 "	0 7 6	0 4 9	..						
"	Tullamore ..	ditto	14 "	0 9 2	0 4 9	..				Ditto between 2 and 10 Years half-price.		
"	Ballinasloe ..	ditto	18 "	0 14 0	0 8 0	..						
"	Kilcock	ditto	4 "	0 2 0	..	..				
"	Thomastown ..	ditto	10 "	0 4 10	..	..				To these and all Places on the line of Canal, Soldiers and their Wives will be taken at the rate of Three Farthings a mile each.
Royal Canal }	Ditto and Mullingar ...	ditto	12 "	0 7 6	..	..				
"	Ballymahon ..	ditto	18 "	0 9 6	..	..				Children under 10, half-price.
"	Longford	ditto	20 "	0 10 0	..	..				

N.B.—The above Rates are liable to vary; but in calculations as to the best mode of forwarding Discharged Soldiers, &c., they may be taken as a guide, unless shown to be incorrect by later information.

Paymasters are requested to communicate to the War Office any Information they may from time to time obtain affecting this Regulation.

DISTRIBUTION OF THE ROYAL NAVY

IN COMMISSION.

The Yachts, Packets, and Tenders are omitted in this statement.

NORE.

Vice-Admiral Sir John Poo Beresford, Bart. K.C.B.

SHIPS.	GUNS.	COMMANDERS.	DISTRIBUTION.
OCEAN	80 .	Capt. S. Chambers .	FLAG-SHIP
Onyx	100 .	Lieut. A. B. Howe .	Cruiser
Swan	10 .	Lieut. J. E. Lane .	Cruiser
Talavera . . .	74 .	Capt. T. Brown .	Plymouth, fitting for Lisbon
Sail 4	Guns 174		

PORTSMOUTH STATION.

Admiral Sir Thomas Foley, G.C.B.

Cracker	1 .	Lieut. J. J. Morgan .	Cruiser
Childers . . .	18 .	Com. R. Deans .	Oporto
Sylvia	1 .	Lieut. T. Spark .	Cruiser
Victory	104 .	Capt. H. Parker .	FLAG-SHIP
Viper	6 .	Lieut. H. James .	Lisbon
Sail 5	Guns 130		

PLYMOUTH STATION.

Admiral Sir Manley Dixon, K.C.B.

Champion . . .	18 .	Com. Hon. A. Duncombe	Plymouth
Despatch . . .	18 .	Com. G. Daniell .	Fitting
Leveret	10 .	Lieut. W. F. Lapidge .	Cruiser
Nunrod	20 .	Com. Lord E. Russell .	Cork
Orestes	18 .	Com. W. N. Glascock .	Oporto
Pike	12 .	Lieut. A. Brooking .	Cruiser
Royalist	10 .	Lieut. R. E. Williams .	Oporto
SAN JOSE . . .	110 .	Capt. R. Curry .	FLAG-SHIP
Sail 8	Guns 216		

SOUTH AMERICAN STATION.

Rear-Admiral Sir T. Baker, K.C.B.

Alert	18 .	Com. J. C. Fitzgerald	Pacific
Algerine . . .	10 .	{ Com. Hon. J. F. F. } Cape Frio	
Chio	18 .	{ Com. J. J. Onslow . } Pacific. Callao	
Druid	46 .	{ Capt. G. W. Hamill- } Rio Plata	
Dublin	50 .	{ ton, C. B. . } Valparaiso	
Lightning . . .	18 .	{ Capt. Rt. Hon. Lord } Valparaiso	
Pyralis	18 .	{ James Townsend . }	
Rattlesnake . .	28 .	Com. T. Dickinson .	Rio
Samarang . . .	28 .	Com. E. Blankley .	Pernambuco
Seringapatam .	46 .	Capt. G. Graham .	Valparaiso
Volage	28 .	Capt. C. H. Paget .	Pernambuco
WAMPITZ . . .	76 .	{ Capt. Hon. W. Wal- } Valparaiso	
		{ degrave . }	
		{ Capt. Rt. Hon. Lord } Pacific	
		{ Colchester . }	
		Capt. C. Talbot .	Rio. FLAG-SHIP
Sail 12	Guns 334		

WEST INDIA AND NORTH AMERICAN STATION.

Vice-Admiral Sir E. G. Colpoys, K.C.B.

Arachne	18 .	Com. W. G. Agar .	Bermuda
Atalante . . .	28 .	Capt. C. Phillips .	Nassau
Blanche	46 .	{ Capt. A. Farquhar, } Jamaica	
		{ K.H. C.B. . }	
Columbine . . .	18 .	Com. H. O. Love .	Barbadoes
Firefly	2 .	Lieut. J. J. McDonell .	Panama
Fly	10 .	Com. P. McQuhae .	Port Royal
Gannet	18 .	Com. M. H. Sweney .	Jamaica
Hyacinth . . .	18 .	Com. W. Oldrey .	Bahamas
Kangaroo . . .	3 .	Lieut. J. Hookey .	Jamaica
Magnificent . .	4 .	Lieut. J. Paget .	Jamaica

SHIPS.	GUNS.	COMMANDERS.	DISTRIBUTION.
Minx . . .	3 .	Lieut. J. Simpson .	Bahamas
Nimble . . .	5 .	Lieut. J. M. Potbury .	Coast of Cuba
North Star . . .	28 .	{ Capt. Hon. G. W. R. .	Bermuda
		{ Trefusis . . .	
Pallas . . .	42 .	Capt. W. Walpole .	Barbadoes
Pearl . . .	20 .	Com. R. Gordon .	Jamaica
Pickle . . .	5 .	Lieut. E. Stopford .	Barbadoes
Pincher . . .	5 .	Lieut. W. S. Tulloh .	Bahamas
Racehorse . . .	18 .	Com. C. H. Williams .	Halifax
Recruit . . .	10 .	Lieut. T. Hodges .	Bermuda
Rose . . .	18 .	Lieut. E. W. Pilkington .	Vera Cruz
Sapphire . . .	28 .	Capt. Hon. W. Wellesley .	Jamaica
Shipsack . . .	5 .	Lieut. W. Shortland .	Bahamas. Cruiser
Sparrowhawk . . .	18 .	Com. Currie, (act) .	Port Royal
Speedwell . . .	5 .	Lieut. W. Warren .	Coast of Cuba. Cruiser
Tweed . . .	28 .	Com. A. Bertram .	Jamaica
Victor . . .	18 .	Com. R. Russell .	Bermuda
WINCHESTER . . .	52 .	{ Capt. Rt. Hon. Lord .	Port Royal, Jamaica. FLAG-SHIP
		{ W. Paget . . .	

Sail 27 Guns 473

EAST INDIA STATION.

Vice-Admiral Sir John Gore, K.C.B.

Alligator . . .	28 .	Capt. G. R. Lambert .	{ 16th Feb. arrived at Cape of Good Hope from Portsmouth. 23d July sailed for India
Challenger . . .	28 .	Capt. G. H. Freemantle .	Singapore
Comet . . .	18 .	Com. A. A. Sandilands .	Singapore
Crocodile . . .	28 .	Capt. J. W. Montagu .	Trincomalee
Cruiser . . .	18 .	Com. J. Parker .	China Seas
Curacoa . . .	26 .	Capt. T. Dunn .	30th March sailed from Cape of Good Hope
Harrier . . .	18 .	Com. " L. S. Vassal .	Madras
Imogene . . .	28 .	Capt. P. Blackwood .	Trincomalee
Magicienne . . .	24 .	Capt. J. H. Plumridge .	Bengal
MELVILLE . . .	74 .	Capt. H. Hart .	April 5 sailed from Cape of Good Hope. FLAG-SHIP
Sulphur . . .	8 .	Com. W. T. Dance .	Australia
Wolf . . .	18 .	Com. W. Hamley .	Ceylon
Zebra . . .	18 .	Com. D. De Saumarez .	Sydney

Sail 13 Guns 334

CAPE OF GOOD HOPE AND AFRICAN STATION.

Rear-Admiral F. Warren.

Badger . . .	10 .	Com. G. F. Stowe .	Mauritius
Brisk . . .	3 .	Lieut. J. Thompson .	Accra
Clarybdis . . .	3 .	Lieut. R. B. Crawford .	Gold Coast
Conflict . . .	12 .	Lieut. G. Smither .	West Coast of Africa
Cunlew . . .	10 .	Com. H. D. Trotter .	Simon's Bay
Dryad . . .	42 .	Capt. J. Hayes, C.B. .	Gambia
Favourite . . .	18 .	Com. J. Harrison .	Ascension
Iris . . .	50 .	Capt. J. Polkinghorne .	FLAG-SHIP
Javeur . . .	18 .	Com. F. Harding .	Mauritius
Pelorus . . .	18 .	Com. R. Meredith .	Accra
Plumper . . .	12 .	Lieut. T. Crever .	Gold Coast
Talbot . . .	28 .	Capt. R. Dickinson, C.B. .	Mauritius
Undaunted . . .	46 .	Capt. E. Harvey .	Simon's Bay

Sail 13 Guns 270

MEDITERRANEAN STATION.

Vice-Admiral Sir Henry Hotham, K.G.B., G.C., St. M. & G.

Actæon . . .	96 .	Capt. Hon. T. W. Grey .	Malta
Alfred . . .	50 .	Capt. R. Maunsell .	Napoli
Barham . . .	50 .	Capt. H. Pigot, C.B. .	Constantinople
Belvidera . . .	42 .	Capt. Hon. R. S. Dundas .	Napoli di Romania
Cordelia . . .	10 .	Com. C. Hotham .	Archipelago
Madagascar . . .	46 .	Capt. E. Lyons .	Al-Yandria
Pelican . . .	18 .	Com. J. Gape .	Ionian Islands
Philomel . . .	10 .	Com. W. Smith .	Gibraltar
Procris . . .	10 .	Com. J. T. Talbot .	Malta
Rainbow . . .	28 .	Capt. Sir J. Franklin, Kt. .	Corfu
Raleigh . . .	18 .	Com. A. M. Hawkins .	Napoli di Romania
Rapid . . .	10 .	Com. C. H. Swinburne .	Malta
St. VINCENT . . .	120 .	Capt. H. F. Senhouse .	Napoli di Romania. FLAG-SHIP
Seyla . . .	18 .	Com. Hon. G. Grey .	Malta

Sail 14 Guns 456

SQUADRON OFF THE TAGUS.

Rear-Admiral Parker, C.B.

SHIPS.	GUNS.	COMMANDERS.	
Asia	84 .	Capt. P. Richards .	FLAG-SHIP
Britannia . .	120 .	Capt. P. Rainer .	
Briton	46 .	Capt. J. D. Markland, C.B.	
Caledonia . .	120 .	Capt. J. Hillyar .	
Nautilus . . .	10 .	{ Com. Rt. Hon. Lord }	
		{ G. Paulet . . . }	
Revenge . . .	78 .	Capt. D. H. Mackay .	
Stag	46 .	{ Capt. Sir E. T. Trou- }	
		{ brige, Bart. . . }	

Sail 7 Guns 504

STEAM VESSELS.

African	1 .	Lieut. J. Harvey .	Malta and Corfu
Alban	0 .	Lieut. H. Walker (a) .	Mediterranean
Columbia . . .	2 .	Lieut. R. Ede .	Falmouth
Comet	0 .		Woolwich
Confiance . . .	2 .	Lieut. H. F. Belson .	Falmouth
Dee	4 .	Com. R. Oliver .	Experimental Squadron
Echo	2 .	Lieut. Holway .	Falmouth
Firebrand . . .		Lieut. T. Baldoock .	Mediterranean
Hermes		Lieut. R. Bastard .	Falmouth
Lightning . . .			Woolwich
Meteor	2 .	Lieut. H. W. Symons .	Woolwich
Pluto	1 .	Lieut. G. Buchanan .	Coast of Africa

Sail 12 Guns 14

EXPERIMENTAL SQUADRON.

Vice-Admiral Sir P. Malcolm, K.C.B.

Castor	36 .	Capt. Sir R. Grant, Kt.	
DONALD	74 .	Capt. J. Dick .	FLAG SHIP
Elyne	28 .	Capt. G. Hope .	
Dryad	42 .	Capt. J. Hayes .	
Snake	16 .	Com. Robertson .	
Vernon	50 .	Capt. Sir F. Collier, Kt.	

Sail 6 Guns 246

PACKET SERVICE.

Astrea	8 .	Capt. W. King .	Falmouth
----------------	-----	-----------------	----------

SURVEYING SERVICE.

Ætna	6 .	Com. R. Belcher .	Gibraltar
Beacon	8 .	Com. R. Copeland .	Archipelago
Beagle	10 .	Com. R. Fitzroy .	Rio Janeiro
Blossom	16 .	Com. R. Owen .	On her way home
Fairy	10 .	Com. W. Hewett .	North Sea
Investigator . .	2 .	Mr. G. Thomas .	Downs
Mustiff	6 .	Lieut. T. Graves .	Gibraltar
Raven	4 .	Lieut. W. Ailet .	Portsmouth

Sail 8 Guns 62

FITTING FOR SERVICE.

Scout	18 .	Chatham
Rover	18 .	Chatham
Cockatrice . . .	6 .	Plymouth

PAID OFF SINCE OUR LAST.

Ferret	Maidstone	Savage
Galatea	Prince Regent	Satellite
Ganges	Ranger	Seringapatam

PROMOTIONS & APPOINTMENTS.

NAVY.

PROMOTIONS.

COMMANDERS—John Jones (b), retired; Geo. Bettesworth, retired.

LIEUTENANTS—J. E. Bingham, late Mate of the *Excellent*; Rd. Matthews Burdon.

SURGEON—G. J. Fox.

APPOINTMENTS.

COMMANDERS—Sir George Young, Bart., to the *Rover*; William Hargood, to the *Scout*.

LIEUTENANTS—J. A. W. Hill and Thomas F. Birch, to the *Rover*; John Pyke and B. F. West, to the *Scout*; J. Hickman, to the *Ordinary* at Sheerness, vice Ratsey, who has served his term; J. H. Miller, to the *Castor*; James Maitland, Flag-Lieutenant, to Rear-Admiral Sir Frederick Maitland; Geo. L. Campbell, to the *Winchester*; C. M. Chapman, to *Haute Hill Telegraph*; Nicholas Cory, to the *Asia*; Frederick Patten, to the *Briton*; J. E. Legard, to the *Asia*; Thomas Henderson, from the Coast Guard station at Worthing, to the *Victoria Revenue Cutter*; G. Thomas Smyth, to the *Adelaide Revenue Cutter*; F. R. Coghlan, to the *Hornet Schooner*; Joseph M. Mottley, to the *Dryad*, vice Huntley.

MASTERS—W. R. Madge, to the *Cockatrice*; D. Quinton, to the *Curlew*, vice Underwood; Thos. Holloway, to the *Rover*; John Langdon, to the *Lapwing*; Robert Wilson, to the *Matinée*.

SURGEONS—E. B. Rowley, to the *Rover*; G. A. Acheson, to the *Donegal*, vice Bromley Penny, of the *Wye*, convict hospital ship at Sheerness, and Beasley, of the *Canada*, hospital ship at Chatham, have been permitted to exchange.

ASSISTANT-SURGEONS—J. Morrison, to the *Tremendous* Cholera Hospital ship at Sheerness; G. W. Pritchett, to Plymouth Hospital; W. Roy, to the *Ordinary* at Sheerness, vice Tucker, appointed to superintend the female convicts on board the *Fanny*; D. R. G. Walker, to be an Assistant-Surgeon of the Navy, and to do duty at Hasler Hospital, as Supernumerary Assistant Surgeon of the *Victory*, vice Jewell, appointed to the *Sylvia* transport; Charles Denny, to the *Champion*; David Thomson, to the *Victory*; James M. Valence, to the *Matinée*; John Stranahan, to the *Rover*.

PURSEES—B. Borham, to the *Champion*; E. Clarke, to the *Rover*; Robert Wilson, to the *Scout*; Wm. C. Hillier, to Chatham *Ordinary*.

[From the London Gazette.]

ST. JAMES'S PALACE, JULY 24.

The King has been pleased to appoint Sir Augustus William Clifford, Knight, C.B., Captain in the Royal Navy, to be one of His Majesty's Gentlemen Ushers Daily Waiters.

JULY 25.

The King has been pleased, by letters patent under the Great Seal of the most Noble Order of the Garter, to nominate, constitute, and appoint Sir Augustus William Clifford, Knight, C.B., Captain in the Royal Navy, Gentleman Usher Daily Waiter, to be Gentleman Usher of the Black Rod.

This day, by command of His Majesty, Rear-Admiral Sir Michael Seymour, Bart., Knight Commander of the most Honourable Military Order of the Bath, was introduced into the Royal Presence, preceded by Sir William Woods (the Officer of Arms attendant upon the Knights Commanders,) bearing upon a crimson velvet cushion the star appropriated to the second class of the Order, with which the Sovereign was graciously pleased to invest Sir Michael Seymour, who, having had the honour to kiss His Majesty's hand, withdrew.

ARMY.

WAR OFFICE, JULY 24.

Isle of Wight Militia.—Percy Scott, Esq. to be Captain-Commandant, vice Anwyl, deceased.

East Kent Militia.—Edward Harry Darell, Esq. to be Captain.

East Kent Regt. of Yeomanry Cavalry.—Philip Money Penny, Gent. to be Cornet, (and not Philip Honeywood, Gent., as stated in the Gazette of the 15th ult.) vice Brockman.

Southern West-Riding Regt. of Yeomanry Cavalry.—John Curver Athorpe, Gent. to be Lieut.; George Chandler, Gent. to be Cornet; William Gianville, Esq. to be Capt. by Brevet and Adjutant.

Royal Mid-Lothian Yeomanry Cavalry.—Capt. Archibald Hope, to be Lieut. vice Clerk Rattray; Archibald Hepburne Mitchelson, Gent. to be Cornet, vice Hope.

JULY 27.

2d Regt. of Dr. Gds.—Lieut. Thomas George Skipwith, to be Capt. by p. vice Page, who retires; Cornet Francis Cholmeley, to be Lieut. by p. vice Skipwith; George Henry Elliott, Gent. to be Cornet, by p. vice Cholmeley.

4th Dr. Gds.—Capt. John Adrian Hope, from the 1st of Gren. Regt. of Foot Gds. to be Capt. vice Penleaze, who exchanges.

6th Regt. Drs.—Major Edmund Meysey Wigley Greswolde, to be Lieut.-Col. by p. vice Lord George Lennox, who ret.; Capt. Jeremiah Radcliffe, to be Major, by p. vice Greswolde; Lieut. John Waddington, to be Capt. by p. vice Radcliffe; Cornet Francis Edward Waddington Ingram, to be Lieut. by p. vice Waddington; Henry John Charles Irvine, Gent. to be Cornet, by p. vice Ingram.

12th Light Drs.—Capt. Dudley Christopher Carey Elves, from h. p. to be Capt. vice Granville Granville, who exchanges.

1st or Gn. Regt. of Ft. Gds.—Lieut. and Capt. J. Lyster, to be Capt. and Lieut.-Col. by p. vice Fletcher, who ret.; Ensign and Lieut. Charles Stuart, to be Lieut. and Capt. by p. vice Cameron, who ret.; Ensign and Lieut. George Herbert Frederick Campbell, to be Lieut. and Capt. by p. vice Lyster; Capt. Henry Penleaze, from the 4th Dr. Gds. to be Lieut. and Capt. vice Hope, exc.; Henry Cartwright, Gent. to be Ensign and Lieut. by p. vice Stuart; Augustus Cox, Gent. to be Ensign and Lieut. by p. vice Campbell.

2d Foot.—Ensign Francis Smith, from 78th Regt. to be Lieut. by p. vice Graham.

6th Foot.—Lieut. Edward Wynyard Young, from 33rd Regt. to be Lieut. vice Maude, who exchanges.

8th Foot.—John Terry Liston, Gent. to be Ensign, by p. vice Bland, who retires.

9th Foot.—Capt. John Henry Eveleigh, from 21st Regt. to be Capt. vice Adolphus Frederick Cathcart, who rets. upon h. p.

21st Foot.—Brevet-Major Charles Schaw, from 33rd Regt. to be Capt. vice Eveleigh, app. to the 9th Foot.

33d Foot.—Capt. Joseph Lord Wallacourt, from h. p. to be Capt. vice Schaw, app. to the 21st Regt.; Lieut. Warren Maude, from 6th Foot, to be Lieut. vice Young, who exc.

56th Foot.—Capt. James Pickering, from 65th Regt. to be Capt. vice Birch, who exc.

65th Foot.—Capt. John Birch, from 56th Regt. to be Capt. vice Pickering, who exc.

78th Foot.—James Wood Collins, Gent. to be Ensign, by p. vice Smith, prom. in the 2d Regt.

79th Foot.—James Ferguson, Gent. to be Ens. by p. vice Lord Cardoso, who retires.

Unattached.—Lieut. Angus William Mackay, from 33d Regt. to be Capt. of Inf. without pur.; Ensign Thomas Fraser Sandeman, from the 42d Regt. to be Lieut. of Inf. by pur.

Brevet.—Capt. John Birch, of 65th Regt. to be Major in the Army; Capt. Philip Delsale, of 4th Regt. to be Major in the Army.

Garrisons.—Brevet Lieut.-Col. Loftus Gray, on h. p. of Rifle Brigade, to be Lieut.-Governor of Pendennis-castle, vice Lieut.-Col. Fenwick, deceased.

Memorandum.—Lieut. Edward O'Brien, h. p. 29th Foot, has been allowed to retire from the service, by the sale of an Unat. Com.

WAR OFFICE, Aug. 3.

12th Regt. Light Drs.—Lieut. Edward Slewright, to be Capt. by p., vice Elwes, who retires; Cornet Richard Chaloner, to be Lieut. by p., vice Slewright; James FitzRoy Henry Long Wellesley, Gent., to be Cornet, by p., vice Chaloner.

3d. Regt. Foot.—Lieut. Thomas Richardson Auldjo, from h. p. unat., to be Lieutenant, vice Archibald Campbell, who exchanges.

32d Foot.—Lieut. Francis John Griffin, to be Adjt., vice Oke, who resigns the adjutancy only.

33d Foot.—Lieut. Henry Oldershaw, from h. p. 10th Foot, to be Quarter-master (repaying the difference he received), vice John Henry Lewis, who ret. on h. p.

69th Foot.—Ens. Sir Samuel Osborn Gibbs, Bart. from h. p. 3d Ceylon Regt., to be Ensign without purchase.

81st Foot.—Ensign John Hamilton St to be Adjt., vice Taylor, who resigns the adjutancy only.

Ceylon Regt.—Lieut. Samuel Smith Lynch, from h. p. unat., to be Lieut., vice Robert Gordon Davidson, who exchanges.

Memorandum.—The date of the promotion of Captain Birch, of the 65th Foot, and Delsale, of the 4th Foot, to be Majors in the Army, was the 22d of July, 1830, and not the 22d July, 1832, as stated in the *Gazette* of the 27th ultimo.

East Essex Regular Militia.—Ensign William Sandford Lambie to be Captain, vice Maryan Charles English Mawbey, Gent., to be Ensign, vice Theedham.

Herefordshire Militia.—William Unett, Ens., to be Captain.

AUGUST 7.

Isle of Wight Militia.—Richard Bassett, Gent. to be Lieut., vice Scott, promoted.

AUGUST 10.

13th Regt. Foot.—John William Forbes, Gent., to be Ens., by p., vice Gisborne, whose appointment has not taken place.

24th Foot.—Capt. Archibald Smith, from h. p. unat., to be Capt., vice William Andros, who exchanges, receiving the difference.

33d Foot.—Capt. Angus William Mackay, from h. p. unat., to be Capt., vice Lord Wallaceourt, who retires.

42d Foot.—Hon. Robert Rollo, to be Ens., by p., vice Sandeman, promoted.

60th Foot.—Lieut. Richard Gibbons, to be Capt., by p., vice Goldfrap, who retires; Second Lieut. James St. John Munro, to be First Lieut., by p., vice Gibbons; Thomas Guy Gisborne, Gent., to be Second Lieut., by p., vice Munro.

63d Foot.—Assist-Surgeon David Pitcairn, from the Hospital Staff, to be Assist-Surgeon, vice Watson, deceased.

65th Foot.—George Robert Osborn, Gent., to be Ensign, by p., vice Brown, promoted.

87th Foot.—Lieut. Edmund Cox, to be Capt., by p., vice Ramsay who retires; Second Lieut. Lord John Chichester, to be First Lieut., by p., vice Cox; Second Lieut. Charles Henry FitzRoy Vigors, from the Oeyon Regiment, to be Second Lieut., vice Lord John Chichester.

Ceylon Regt.—Trevor Chute, Gent., to be Second Lieutenant, by purchase, vice Vigors, appointed to the 87th Regt.

Unattached.—Lieut. Alexander Viscount Fin-castle, from the 40th Regt., to be Captain, by p.; Ens. Hon. Richard Howe Browne, from 85th Regt., to be Lieut. by p.

Memoranda.—The name of the Major appointed to the 6th Dr., on the 19th ult., is Ratcliffe, not Radcliffe, as stated.

Lieut. William Kirsopp, h. p. 20th Foot, has been allowed to retire from the service, by the sale of an unattached commission.

OFFICE OF ORDNANCE, Aug. 8.

Royal Regt. of Artillery.—First Lieut. George Silvester Maule, to be Second Capt., vice Birch, ret. on h. p.; Second Lieut. Gloucester Gambier, to be First Lieut. vice Maule.

WAR OFFICE, Aug. 17.

2d Regt. of Dr. Gds.—Lieut. James Salmond, from the 16th Light Dr., to be Lieut. vice Hickman, who exchanges.

14th Regt. of Light Drs.—Lieut. James Massey Dawson, to be Capt. by p., vice Musgraves, who ret.; Cornet James Hodson, to be Lieut. by p., vice Dawson; Ensign Arthur Surtees, from the 68th Foot, to be Cornet, by p., vice Hodson.

15th Light Drs.—Lieut. John Penn Hickman, from the 2d Drag. Gds. to be Lieut. vice Salmond, who exchanges; Lieut. Charles Higgin Teush Hecker, to be Adjutant, vice Salmond, who resigns the Adjutancy only.

Royal Waggon Train.—Lieut. Thos. Baldock, to be Adjutant, vice O'Neill, who resigns the Adjutancy only.

3d or Scots Fusilier Gds.—To be Adjutants—Lieut. and Capt. John Taubman Goldie Taubman, vice Phipps, who resigns the Adjutancy only; Ensign and Lieut. Francis George Hugh Seymour, vice Montagu, who resigns the Adjutancy only.

13th Regt. of Foot.—Ensign George Newton from 35th Foot, to be Lieut. by p. vice Campbell, who retires.

20th Foot.—Ensign Alexander Clotworthy Downling Bentley, from 50th Foot, to be Lieut. without p. vice Kennedy, cashiered by the sentence of a General Court-Martial.

21st Foot.—Staff-Surgeon Edward Pilkington, from h. p. to be Surgeon, vice Barclay, app. to the 35th Foot.

31st Foot.—Ensign John Oliver Muntion, from 33d Foot, to be Lieut. without p. vice Bower, promoted to the 48th Foot.

33d Foot.—Gentleman Cadet George Erskine, from the Royal Military College, to be Ensign, without p. vice Muntion, prom. to the 31st Foot.

35th Foot.—Capt. Edward Gante, from h. p. unat. to be Capt. vice Thomas Stapley, who exc. rec. the difference; Francis Head Brockman, Gent. to be Ensign by p. vice Newton, prom. in the 13th Foot; Surgeon George Barclay, M. D., from 21st Foot, to be Surgeon, vice David Moyes M'Gibbon, who retires upon h. p. Hospital Staff.

48th Foot.—Lieut. George James Bower, from 31st Foot, to be Capt. without p. vice Lindesay, deceased.

50th Foot.—Gentleman Cadet Richard Waddy, from the Royal Military College, to be Ensign, without purchase, vice Bentley, prom. in the 20th Foot.

54th Foot.—Ensign Donald Macdonald to be Lieut. without p. vice Wright, deceased; Gent. Cadet William Taylor, from the Royal Military College, to be Ensign, vice Macdonald.

65th Foot.—Lieut.-Col. Hon. John James Knox, from h. p. 4th West India Regt., to be Lieut.-Col. vice Peter Dumas, who exc.

68th Foot.—Robert Hilario Barlow, gent., to be Ensign, by p. vice Surtees, app. to the 14th Light Dragoons.

85th Foot.—Lieut. Hon. Richard Howe Browne,

from h. p. to be Lieut. vice Miles Charles Seton, who exchanges.

91st Foot.—Lieut. John Fraser, from 53d Foot, to be Capt. without p. vice Warlock, deceased.

96th Foot.—Lieut. Robert Henry Bunbury, from h. p. to be Lieut. vice Daniel Kinsley, who exc. receiving the difference.

Rifle Brigade.—Second Lieut. Richard Wilbraham, to be Adjutant, vice Groves, prom.

Hospital Staff.—Assistant-Surgeon Thomas La Cloche, from h. p. 7th Royal Vet. Bat., to be Assistant-Surgeon to the Forces.

Memorandum.—The Chaplain appointed to the Garrison of Stirling recently, was the Rev. Archibald Bennie, and not Dr. Bennie, as stated.

South Troop of the Valley of the Avon Yeomanry Cavalry.—Hon. Charles Harris to be Cornet, vice Dent, resigned.

AUGUST 21.

Royal Glamorgan Light Infantry Battalion of Militia.—John Nathaniel Mies, Esq. to be Capt. vice Robert Savours, resigned.

WAR OFFICE, AUG. 21.

3d or Scots Fusilier Regt. of Foot Gds.—Lt.-Col. Lord Charles Spencer Churchill, from h. p. unatt. to be Capt. and Lieut.-Colonel, vice Wm. Henry Meyrick, who exchanges; Lieut. and Adj. Francis George Hugh Seymour, to have the rank of Lieut. and Capt.

1st Regt. of Foot.—Ensign William Webster, to be Lieut. by p. vice Ward, mom.; Edward Henry Hewgill, Gent. to be Ensign, by p. vice Webster.

7th Foot.—Lieut.-Col. James Drummond Bulmer Elphinstone, from h. p. unatt. to be Lieut.-Colonel, vice Lord Frederick Fitz-Clarence, who exchanges.

20th Foot.—Lieut. George Richard Langley, from h. p. of Royal West India Rangers, to be Lieut. vice Bentley, app. to the 50th Regt.

31st Foot.—Lieut. George Cuthbert Marshall, to be Capt. by p. vice L'Estrange, who retires.

To be Lieuts.—Ensign William Fortune, by p. vice Marshall; Lieut. Andrew Montagu Isaacson

Durnford, from h. p. of 60th Regt. vice Manton, app. to the 33d Regt.

To be Ensign by p.—William Maule, Gent. vice Fortune.

33d Foot.—Lieut. John William Manton, from 31st Regt. to be Lieut. vice Mackay, prom.

50th Foot.—Lieutenant Alexander Clotworthy Downing Bentley, from 20th Regt. to be Lieut. vice Thomas Wilkinson Edwards, who retires upon h. p. of the Royal West India Rangers.

53d Foot.—Capt. Granville Granville, from h. p. unatt. to be Capt. vice George Chichester, who exchanges, receiving the difference.

61st Foot.—Brevet Col. Edward Darley, from h. p. unatt. to be Lieut.-Colonel, vice George Edward Pratt Barlow, who exchanges, receiving the difference.

65th Foot.—Major George Wilson, to be Lt.-Colonel, by p. vice Knox, who retires; Capt. Peter Farquharson, to be Major, by purchase, vice Wilson.

76th Foot.—Capt. John Faincombe, to be Major, by p. vice Stevenson, who retires; Lieut. Horatio Edward Barnard Hutchinson, to be Capt. by p. vice Faincombe; Ensign Harrington Trevelyan, to be Lieut. by p. vice Hutchinson; Charles Winter, Gent. to be Ensign, by p. vice Trevelyan.

83d Foot.—Thomas John St. Aubyn, Gent. to be Ensign, by p. vice Pringle, promoted.

Royal Staff Corps.—To be Majors, without p.—Capt. George Longmore; Capt. George Dry Hall.

To be Captains, without p.—Lieut. Edward John Cleather; Lieut. Richard Andrew Scott; Lieut. Constantine Read; Lt. Richard Hayne.

Unattached.—Ensign James Pringle, from 83d Regt. to be Lieut. by p.

Memoranda.—The Christian names of Ensign Forbes, of 13th Regt. are, James William, and not John William.

The Christian names of Cornet Irvine, of 6th Dragoons, are, Henry John Charles, and not Henry Charles John, as formerly stated.

Lieut. Thomas Mathison, h. p. of 34th Foot, has been allowed to retire from the service, by the sale of an Unattached commission.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

June 14th, 1831. At St. Paul's Plain, Van Diemen's Land, the Lady of Capt. McPherson, 17th Regt. of a son.

June 9th. At Nassau, New Providence, the Lady of Capt. Kitson, Royal Engineers, of a son.

At Stubbington, the Lady of Capt. James Anderson, R.N. of a son.

July 31st. At Athlone, Ireland, the Lady of Major Stevenson, 76th Regt. of a son.

July 27th. At Bath, the Lady of Capt. Ly-saght, R.N. of a son.

At Winifred Dale, the Lady of Capt. Jervois, R.N. of a son.

At Ross, Wexford, the Lady of Lieut.-Col. Garaway, E.I.C.S., of a son.

August 3d. At Topsham Barracks, the Lady of Capt. Bowman, Barrack-master, of a son.

August 5th. At Stonehouse, the Lady of Capt. Cammilleri, R.N. of a daughter.

At Sheerness, the Lady of Capt. Andrew King, R.N. of a daughter.

Aug. 14th. At Chichester, the Lady of Capt. Todd, 2d Dragoon Guards, of a son.

Aug. 15th. At East Looe, the Lady of Capt. Toup Nicolas, C.B., K.C.S.F., of a son.

Aug. 19th. At Hemerdon, near Plymouth, the Lady of Capt. George Woolcombe, R.N. of a son.

MARRIAGES.

March 29th. At Glanmire, near Cork, Lieut. Wm. Lambert, R.N. to Anne, youngest daughter of the late Adam Carr, Esq.

April 26th. At Tobago, Captain Blackwell, eldest son of his Excellency Major-Gen. Blackwell, C.B. to Elizabeth, only daughter of the late E. Johnson, Esq. of North-street, Portland-place, London.

May 15th. At the Cape of Good Hope, by special license, Major Julius George Griffiths, of the Bombay Artillery, and principal Commissary of Ordnance at that Presidency, to Frances Eleanor Williams, widow of the late Lieut.-Col. Williams, of the 2d or Queen's Royal, and eldest daughter of Matthew Cowper, Esq. of Exeter.

At Chichester, Capt. Fraser, R.N. to Miss Mary Ann Fraser, of that city.

At Guernsey, by special license, Capt. Fra. Hawkins, 39th Regt. to Jane, second daughter of the late J. Metcalf, Esq. Barrack-master of the Plymouth district.

At Rushbrook, Suffolk, Major W. H. Eden, of the 88th or Connaught Rangers, son of Lieut.-Gen. Eden, to Fanny Georgiana, daughter of Lieut.-Col. Rushbrook, of Rushbrook Park.

August 6th. At Portsmouth, Capt. Gilmour, R.N. to Mrs. Harding, widow of Samuel L.

Harding, Esq. late of the Victualling Yard, Portsmouth.

At Pancras New Church, Ensign Robert Horton, 74th Regt. youngest son of Edward Horton, Esq. of Baker-street, Portman-square, to Margaret Fanny, youngest daughter of Thomas Greenwood, Esq. of Cumberland-place, Regent's Park.

At Weymouth, Mr. P. Inskip, Master, R.N. to Elizabeth, eldest daughter of the late James Saunders, Esq. Alderman of that place.

August 9th. At St. James's, Westminster, Lieut.-Col. Elliott, Hon. R.I.C.S. of Barley House, Plymouth, to Catherine Charlotte, daughter of the late Andrew Tracey, Esq. of Gascayne-place, Plymouth.

At St. George's Church, Hanover-square, Lieut. A. G. Vap Homrigh, 95th Regt. third son of P. Van Homrigh, Esq. late M.P. for Drogheda, to Maria, daughter of the late Col. J. Smith, E.I.C.S. At Bogate, Sussex, Capt. John William Gage, 14th Light Dragoons, to Mary Elizabeth, eldest daughter of William Lushington, Esq. of Clifton.

August 14th. At Tottenham Church, Lieut.-General Armstrong, to Mary Esther, second daughter of Thomas Memidorus Russel, of Cheshunt-park, Herts, Esq. and a lineal descendant of the Protector Oliver Cromwell.

August 15th. At St. Mary's Bryanstone-square, Commander John Harvey Hoteler, R.N. to Helen Agnes, fifth daughter of the late James West, Esq. Bryanstone-square.

At Ippollite, Herts, Lieut.-Colonel Walton, of the Coldstream Guards, son of Dowager Lady Strachan, to Harriet Lucy, daughter of P. H. Lovell, Esq. of Cole Park, Wiltshire.

In Dublin, Ensign Archibald H. Monro, 92d Highlanders, to Emily, daughter of John Boyse, Esq. of Limerick.

Aug 18th. At Bridgerule, Capt. Usherwood, R.N. to Eliza Dennis, daughter of the late Rev. John Kingdon.

At Gillingham, Ensign H. W. Coultman, of the 26th or Cameronian Regt., only son of the late Major W. W. Coultman, of the 53d Regt., to Louisa, only daughter of the late Major J. S. Sennell, of the Hon. Company's Bengal Army.

DEATHS.

COLONELS.

July 24th, 1832. At London, Visc. Dillon. His Lordship's rank in the service was temporary. He was appointed Colonel in the Army and of the late 101st Foot the 20th Aug. 1806. He is the author of a Commentary on the Military Establishment of the British Empire.

LIEUTENANT-COLONEL.

Boyse, C. B. late 13th Dra.

CAPTAIN.

May 27th. Ker, h. p. 7th Dr. Gds.

LIEUTENANTS.

June 21st, 1832. At Athlone, Finn, 69th Foot.

May 29th. Cockrane, h. p. 60th Foot.

April 3d. Strang, h. p. 62d Foot.

June 8th. Stewart, h. p. 86th Foot.

June 30th. Angel, h. p. 8th Dra.

ENSIGNS.

July 10th. Harrison, ret. f. p. 8th R.V.B. January. Phayfe, h. p. 97th Foot.

PAYMASTER.

July 21st. Briggs, h. p. 1st R. V. B.

QUARTER-MASTER.

June 4th. Good, h. p. 24th Dra.

SURGEON.

Aug. 15th, 1831. Weld, h. p. 23d Foot.

ASSISTANT-SURGEON.

April 16th, 1832. M'Lachlan, h. p. 4th R.V.B.

At Halifax, Capt. B. Scott, Paymaster 96th Foot.

June 27th, at St. John's, Newfoundland, Capt. G. W. Blamey, R.N.

At Portsmouth, the Rev. John Taylor, Chaplain, R.N.

At Edmonton, Lieut. W. Taylor, R.N.

At Lower Belgrave Place, Pimlico, H. Coward, Esq. Vet. Surg. h. p. Royal Artillery, aged 58.

July 21st, at Haste Hill, Semaphore Station, Lieut. J. Bramwell, R.N., aged 47.

Lieut. Charles Taylor, R.N.

Lieut. Hon. E. R. Curzon, R.N.

July 27th, at Knowle Cottage, Kingsbridge, Lieut. Thomas Darnacott, R.N. out-pensioner of Greenwich Hospital, in the 70th year of his age, having been sixty years in the service, and engaged in nine severe actions, the last of which was the memorable battle of the Nile, in which he was wounded.

Second Lieut. John Gwinnett, R.M.

Aug. 1st, in London, after a few days illness, Lieut. Robert Sutton Bayly, R.N. aged 47.

Aug. 5th, at Plymouth, Lieut. Edward Little, R.N. (1828).

Lieut. Joseph White, R.N. (1815) of the Coast Guard, Ireland.

At his house, Fatcham Field, aged 63, Retired Commander John Rains, R.N.

At Bath, aged 80, Mr. John Mallett. He was one of the few who escaped the wreck of the Royal George, Admiral Kempenfelt, off Spit-head, July 28, 1782, and probably the last survivor of those who were saved.

Aug. 7th, aged 53, Major-General Sir Charles Bruce, K.C.B. of Beckenham, Kent.

At Edinburgh, Com. J. B. H. Curran, R.N., son of the late Right John Philpot Curran.

In Ireland, Retired Commander Hon. F. C. Annesley, R.N.

In Limerick, Richard Franklin, Esq., Surgeon. Mr. Franklin commenced his professional career in the Naval service, having served as an Assistant Surgeon on board the Valiant, 74, on the 12th of April, 1782.

Aug. 11th, at Alresford, much regretted, after an illness of forty-eight hours, Captain Harry Hopkins, R.N.

Aug. 13th, at Southsea, aged 78 years, Lieut.-Colonel T. Featherston, of the East India Company's service, in which he served on the Bengal Establishment 35 years.

Aug. 13th, at Chambers Green, Buckinghamshire, the seat of R. Kinchant, Esq. Lieut. George Harpur, late of the 69th Regt.

Aug. 16th, of spasmodic cholera, aged 33, Lieut. J. W. Seddon, Royal Artillery.

Aug. 16th, at Com., Capt. Thomas Triphook, h. p. 59th Regiment.

Near Lowestoffe, by being thrown out of a gig, Lieut. H. Whitting, R.N. (1810.)

At Mantes, Commander G. M. Keith, R.N. (1814.)

Aug. 19th, at Chester, Capt. James Murray Northey, R.N. aged 38.

Aug. 24th, Commander Richard Weymouth, R.N. aged 51, after an illness of only 12 hours' duration.

Captain Henry Hopkins, R.N.

Com. G. N. Keith, R.N.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

JULY 1832.	Six's Thermometer.		At 3 P. M.			Pluvio- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Farts.			
1	73.4	63.5	30.23	73.2	385	—	.188	N.N.E. lt. breeze, fine day.
2	72.0	63.3	30.18	71.4	404	—	.205	N.N.E. lt. breezes and fine.
3	69.6	61.8	30.09	67.3	424	—	.134	N.by E. lt. breezes & cloudy.
4	70.6	60.5	30.05	68.5	428	—	.150	W. by S. fresh breeze, sultry.
5	71.2	61.0	30.00	69.0	432	—	.150	W. by N. variable winds.
6	69.0	63.7	29.86	68.6	425	—	.120	S.S.W. fresh breezes and fine.
7	68.2	60.3	29.83	66.0	440	.088	.105	W. by N. fr. breezes and aqua.
8	66.8	62.0	29.82	64.3	537	.200	.120	S.W. squally with lt. showers
9	67.9	61.8	29.86	65.4	508	.150	.124	W.N.W. fine weather.
10	68.0	61.8	29.90	66.5	495	.128	.136	S.W. fresh breezes and fine.
11	67.8	62.3	29.82	66.8	477	.296	.120	W.S.W. fr. br., show. but cl.
12	70.0	61.6	29.85	70.0	466	—	.180	S. by E. light breezes.
13	70.2	63.0	29.88	69.3	482	.380	.056	S.S.E. fresh breezes, and fine.
14	69.3	63.2	30.08	66.6	500	.158	.110	N. fresh breezes, showery.
15	69.2	60.8	30.06	69.3	449	—	.160	W. by N. fr. breezes & clear.
16	69.4	61.7	30.15	68.7	466	—	.190	W. by S. fr. breezes, & clear
17	72.0	62.8	30.11	71.8	392	—	.125	N. by W. blowing fresh, fine wr.
18	73.0	60.2	30.11	71.8	392	—	.170	N.W. lt. airs, beautiful day.
19	63.4	57.8	30.12	65.4	418	—	.166	N. by W. fr. br. flying clouds.
20	65.0	57.2	30.16	64.2	401	—	.160	N.N.E. light winds, and fine
21	63.0	56.2	30.15	61.2	418	—	.110	N.N.E. fresh breezes and fair
22	61.6	57.0	30.20	60.2	451	—	.105	N. E. light breeze, dense atm.
23	61.7	54.8	30.12	60.8	462	—	.120	S.W. lt. airs, and fine veath.
24	64.2	56.8	30.17	64.2	459	—	.108	N.W. light breezes and hazy.
25	65.0	59.7	30.17	65.0	473	—	.110	W.N.W. fr. br. rather cloudy
26	67.1	53.3	30.13	67.1	421	—	.100	N.E. light winds and clear
27	67.2	59.0	30.12	63.0	421	—	.106	N. by E. light airs and fine
28	67.3	57.1	30.20	63.3	420	—	.185	N.E. fresh breezes, very fine
29	67.4	59.2	30.21	66.7	429	—	.190	N.N.E. lt. airs, fine weather.
30	68.6	59.5	30.33	68.6	432	—	.055	N. E. by N. lt. airs, fine wr.
31	66.0	58.7	30.18	68.3	425	—	.096	N.N.E. fresh br., and clear

TO READERS AND CORRESPONDENTS.

The communication of "R. E." though dated the 21st of July, has only just come to our hands (28th August), owing to its misdirection. We shall be happy to insert it next month, and take this opportunity of rectifying an error into which "R. E." whom we recognize as an old Correspondent, appears to have fallen, in common with others. In admitting letters, questioning the administration, or pointing out alleged grievances or defects in any branch of the United Service, we act in strict conformity with the spirit and public purposes of the *United Service Journal*. In publishing such communications, however, we are careful to reject or omit exaggerated or personally offensive allegations, and to insert only such as may tend to some beneficial and public end, by exciting discussion *pro et con*; our own views on these subjects being withheld until sufficient grounds be furnished for our fair judgment. Instead, therefore, of considering such comments, of which we furnish only the vehicle, in the light of "attacks" upon the objects to which they may be directed, a practical man, zealous like "R. E." for his department, will forthwith gird up his loins for a reply to disprove the statement of the accusing party. In such cases we may assume to have proved ourselves strictly impartial.

Our several Correspondents on the subject of "Naval Architecture" will perceive, that we give in our present Number, a communication on this subject, which was in type before the receipt of the others, reserved for insertion should the discussion demand it. "Mr. S., Portsea, should have addressed himself to the Editor in the first instance.

We regret that we cannot insert the Memoir of "Dr. T." in its present extent, which far exceeds our limits.

Gratias T—ibi for Porson on "Lingo."

"Proteus" will perceive that, rather than interrupt the Narrative, we concluded it in our last. His reply has been received since then.

We trust our reply has reached "D. D."

"W. G., Dublin, shall hear from us.

We have left ourselves no room for farther Notices this month.

ON THE QUALITY AND INFLUENCE OF MILITARY GENIUS.

ALEXANDER—CHARLEMAGNE—FREDERIC.

THE question has often been canvassed, with what propriety mankind have agreed to bestow on celebrated individuals the denomination of Great. Some are prepared to deny that even the conquest of a world was a sufficient reason for conferring the epithet on Alexander, or that Charlemagne himself established a just claim to the appellation by the subjection of the most powerful nations of Europe. In these and other instances, where the general consent of men seems to have decided the question, it is asserted that the shadow has been mistaken for the substance of true greatness,—the worthless counterfeit for the sterling coin.

Is it, then, a false principle which assumes, as an index of a superior mind, that military success, which has been achieved in spite of tremendous obstacles, and repeated in such a variety of circumstances, and followed up with such unity of design, as forbids the supposition of chance? It has been principally owing to their wars and conquests, that both the monarchs we have mentioned have acquired so much of the notice of the world, and obtained credit for the possession of the mental powers which characterize commanding and extensive genius. Are we, then, to concur with the multitude, in whose opinion the successful career of such warriors proves them not less elevated above ordinary men in profound sagacity and powerful intellect, than in the moral qualities of prompt decision and unflinching courage? Or are we to give in our adhesion to the more select party of philosophical disputants, who not only contend that the most unrivalled success in war is but a slender proof of intellectual eminence, but seem to think that the oft-tried and still victorious general is almost by that very circumstance shown to be incapacitated for becoming an able statesman; and that talents which have often shone with transcendent lustre in the field, indicate of themselves an absence of those powers which give brilliancy and effect to the proceedings of the cabinet?

The life of either Alexander or Charlemagne affords abundant materials for estimating how far the character of a great military commander is compatible with that of an able politician. Both of those illustrious conquerors rose to such a height above all rivalry and competition as left them thenceforth free to treat the concerns of war as matters of subordinate importance, and to turn the chief part of their attention to the internal improvement of the vast dominions respectively subjected beneath their sway. History has not been so explicit in detailing the measures they took to cultivate and extend the arts of civilization and the pursuits of industry, as in recounting the military schemes by which they overcame their enemies and extended their power; yet enough remains to show that they were not less qualified for promoting the interests of an empire, on all points of internal policy, than for providing for its security amid the chances of war.

Napoleon looked upon Alexander as the first in military genius among conquerors. He thought that both the conception and execution of the plans, which in three great battles made him master of the Persian empire, could only have proceeded from a mind of gigantic powers,

On such a subject the opinion of the French emperor is decisive, and may teach us to estimate at their just value the arrogant assumptions of those who would set down the Macedonian hero as a mere fortunate madman, simply because they are themselves totally unable to form any conception of the means by which he arrived at success so far beyond ordinary calculation. But great as Alexander was in military science, and eminent as he proved himself to be in all military accomplishments, with even greater pleasure than we follow out the thread of his well-connected movements in war, do we delight in tracing the acts of a profound, comprehensive, and enlightened policy in the steps he made to confer the advantages of civilization on the inhabitants of his widely-spread dominions. Even before he had completed the scheme of conquest which his mind had originally conceived, his sagacity had pointed out Alexandria to him as a suitable emporium for the commerce of that eastern world which he was resolved to explore. The site chosen by him to be the great mart of the trade between India and Europe,—a trade which had then no existence but in the grandeur of his own conceptions,—continued for ages the centre of most of the commercial enterprise common to the East and West. Even so late as the concluding part of the fifteenth century, Alexandria was still the chief outlet by which the commodities of the East Indies found their way to Europe; and though it has declined under the sway of a barbarous government, particularly since the discovery of a passage to India by the Cape of Good Hope, it carries on to this day a considerable trade with the countries with which the policy of its founder first connected it.

The motives which had induced Alexander to sail up the waters of the Nile, had not lost their influence on him, when he arrived at the banks of the Indus. He gave orders to his Admiral, Nearchus, after having descended the latter river, to coast along the shores of the Indian Ocean and Persian Gulf, while he made the march of his army correspond to the progress of his fleet, and conducted his soldiers by a route as convenient as possible to the sea. It was evidently his intention to bring into Europe such a knowledge, as well of the maritime, as inland regions of the East, as would become the foundation for a regular commercial intercourse between the opposite extremities of his empire. In pursuance of the same object, and with the view of multiplying the channels of internal communication, he took measures for facilitating the navigation of the Euphrates, and built a dock large enough to receive a thousand ships at Babylon. There were two other projects, of which he did not live to see the completion, but which do honour to his enterprising and comprehensive genius. He had formed a plan for ascertaining the extent and limits of the Caspian, which was then but very imperfectly known; and shipwrights had actually been sent to procure from the forests in its neighbourhood, materials for building the vessels which were to proceed on the voyage of discovery. When overtaken by death, he was also in the midst of preparations for a survey of the coasts of Arabia and Eastern Africa. This last object of his care proves how much he was influenced by the idea of establishing, on a permanent basis, the future trade between India and Europe.

Those who understand how little the mere gaining of a battle contributes to the permanent security and support of an army in a distant country, where the hostility of man conspires with the obstacles of

nature to put life as well as the means of life in jeopardy,—who are aware that a body of troops in such circumstances depend for every moment almost of their existence, and every particle of their efficiency, on the caution, vigilance, and foresight of the single mind which guides them through unknown regions, guards them from stratagem as well as open violence, and procures for them those continual supplies, an interruption of which would, in a short time, make the enemy's sword superfluous to their destruction ;—such persons would ask no stronger proof of Alexander's qualifications for directing, even in a political capacity, a nation's destinies, than his conducting a large military force triumphantly through so many successive countries, into which no European had previously penetrated ; and his arrival on the banks of the Indus, with an army as numerous and well supplied as that with which he set out. It is not, however, left for us to make our opinion of Alexander's capacity as a statesman an inference from the ability which marked his efforts for conquest ;—but we are able, as we have already done, to exhibit schemes for the improvement of his dominions, which place him as far above his own age in political wisdom as in military skill, and prove that a continuance of his life was only wanting to consolidate and to advance in wealth and civilization the vast empire which he had founded.

The restorer of the Western Empire is another of those names which hold an equally conspicuous place in the history of the progress of wise government as in the annals of improved and civilized warfare. The conquests of Charlemagne, though not to be compared with Alexander's, either as to the extent to which they were carried, or the rapidity with which they were effected, entitle him, notwithstanding, to the very highest place among consummate generals. The hardy and rugged population of Germany, who had so often foiled the Roman legions when in the height of their vigour and discipline, were unequal to the conflict with forces directed by the skill and impelled by the energy of Charlemagne. The permanent subjugation of a numerous and warlike people required a mind possessing the genius to originate, and the self-confidence to act upon, a new and more efficient system of military operation. Charlemagne was accordingly the originator of the plan of invasion, which directs at once separate divisions of an army against several distant points of the enemy's frontier, but quickly concentrates them, when once an entrance has been effected, and while the opposing forces are yet in the state of disunion, which became necessary to guard against simultaneous attacks from many different quarters. This signal improvement in the art of war greatly contributed to the success of Charlemagne's arms in Germany, and enabled him to accomplish an object, which Rome herself, with infinitely superior resources, had failed in effecting.

But in the reign of one who continued for forty-seven years the directing head of a great and powerful government, and acted as important a part in the cabinet as in the field, materials must be no less abundant for estimating his capacity as a statesman than his talents as a warrior. The times in which Charlemagne lived were likewise peculiarly fitted to try his abilities in every department of administration. The barbarous nations which had demolished the immense fabric of the Roman empire had, in a few instances only, combined a portion of the

scattered fragments into a new and solid structure, and Europe was still in nearly the same state of disorganization in which the dissolution of that colossal edifice had left her. The idea of established government was obscurely comprehended, the science of legislation ill understood, and the administration of justice little else than the gratification of private revenge. Religion, philosophy, and literature, shared the common fate of all things fitted to exalt the human character; and the general state of society was little removed from the lowest degree of barbarism. Amid such untoward circumstances did Charlemagne begin his attempts to give his numerous subjects the benefit of civilized institutions; and it soon appeared that he was not less fitted by nature for dispensing throughout an empire the blessings of peace than wielding against its enemies the terrors of war. His legislative labours, and his exertions to promote the impartial administration of justice,—his patronage of the arts, and his efforts to disseminate education,—his attention to the interests of commerce, the improvement of his dominions by public works, and his reformation even of ecclesiastical discipline,—argue a spirit far exalted in its ideas of a system of enlightened administration above the ignorance and barbarism of the age.

In proposing to discuss the life of Frederic the Great, our thoughts have naturally reverted to the two illustrious characters whom we have just brought before the notice of the reader. Like the King of Prussia, they have been chiefly known to the world as great and successful warriors; and this very circumstance might be a reason with some for pronouncing on their incompetence as legislators and statesmen. We have been careful therefore to direct attention to the more neglected parts of their history—to those portions of their life which were devoted to the diffusion of the advantages of good government and an improved civilization among their subjects. It will now be admitted that they were equally qualified for discharging the functions of the cabinet as the duties of the field; and that, as with Frederic, so with Alexander and Charlemagne, the appellation of Great, which their military exploits obtained for them, was not less their due in reference to the pre-eminent political capacity which they abundantly displayed.

At the commencement of the eighteenth century Prussia was only a petty state. At that time, indeed, she was raised to the nominal rank of a monarchy, but her elevation only made her a subject of ridicule, as advancing pretensions which her resources did not permit her to support. So great however have been the accessions since made to her strength and importance, that Prussia now holds a distinguished place among the great powers of Europe; and even excites fears in the minds of some, that the preponderance she has acquired will be fatal to the independence of the subordinate states of Germany. ; It becomes interesting, then, to trace the steps by which Prussia gradually rose in the scale of nations, and to review the history of one whose hands lifted her to eminence.

The materials for writing a life of Frederic the Great were sufficiently ample to furnish a specimen of biography that might, both in fulness and minuteness, satisfy the curiosity of his warmest admirers. The active part he took in the management of the affairs of his own kingdom during the whole course of a long reign, together with his constant personal direction of the many wars in which he was engaged, made it

impossible to avoid the frequent introduction of facts illustrative of his character into almost every part of contemporary history. He was, moreover, on terms of intimacy with the most eminent *literati* of his day—with persons, that is to say, the most likely to communicate to the world the parts of his conduct which came within their reach of information. He was himself, too, a voluminous author, and has described the transactions of his own reign at greater length than we could possibly have expected from a sovereign who devoted himself with unceasing assiduity to the duties of government. Still, however, there was wanting some one work which might embrace all that was important in his public, and most of what was interesting in his private, history; and from which 'alone the reader' might form a full and accurate opinion of the deservedly illustrious King of Prussia, without the necessity of seeking the desired information in a variety of quarters, some of them not easily accessible. Lord Dover has lately supplied what was long a *desideratum* in English literature, and completed his work also in such a manner as entitles it to a place beside the choicest specimens of biography which our language can furnish*. Novelty of information was not to be expected; but the happy selection and perspicuous arrangement of facts, the good sense and justice of the reflections, and the natural simplicity of the style, are no slight recommendations to a narrative, the subject of which will ever be interesting.

The youth of Frederic the Great had small share in the pleasures and enjoyments which, in common estimation, are the natural lot of persons born to elevated fortune, at least in the spring-tide of life. The treatment he experienced at the hands of his father, Frederic William, would be very inadequately designated by calling it severe and rigorous—it was to the last degree harsh and unkind; so much so that the young prince made several attempts to escape from parental tyranny, and was ready to exchange for liberty even his right of succession to the throne. Frederic William's displeasure or rather antipathy was excited by his son's attachment to the arts and to literature, which, he thought, indicated an indolent disposition and an aversion to the severities of military life. The mere suspicion of this was sufficient to raise the father's exasperation to the highest pitch, for with him the army was everything, and military duties the most important that could occupy the time of a Prussian monarch. Such sentiments were natural in one who felt that the crown, which his father had been permitted to assume by the house of Austria, could only be made to be respected by convincing foreign powers that an injury or insult could not be offered to it with impunity. His adoption of a system of the most rigid economy, and his efforts to effect such an internal improvement of his kingdom as would increase its financial resources, were, therefore, in his estimation, merely the means to an end; and, to use his son's language, "the political object which Frederic William proposed to himself by his interior arrangements was to render himself formidable to his neighbours by the keeping up of a large army."

As to the paramount importance to Prussia of a large and effective military establishment, the opinions of Frederic William differed little from those which influenced the conduct of Frederic the Great during

* The Life of Frederic the Second, King of Prussia, by Lord Dover, 2 vols. 8vo. 1832. Longman.

his occupation of the throne; and to interpret the intellectual taste of the latter as an unfavourable symptom in a soldier's character, only argued the narrow stretch of the father's mind. But Frederic William, though possessing little of his son's genius and grasp of intellect, had fortunately a capacity large enough to embrace the details of a plan of policy which, though not distinguished by any elevated or extended views, was yet productive of the most solid benefits to his kingdom. His death left a fine army of 76,000 men and a full treasury at the disposal of Frederic the Great, who, immediately on his elevation to the throne, was thus enabled to commence the war for the recovery of Silesia from the house of Austria. After two years' fighting, that important province was ceded to Prussia. In his "*Histoire de mon Temps*" Frederic allows his father to come in for a considerable share of the honour of making the acquisition. "What contributed the most to this conquest was," he says, "an army which had been formed for twenty years by means of a discipline admirable in itself and superior to that of the troops of the rest of Europe; generals who were also true patriots; wise and incorruptible ministers; and finally, a certain good fortune, which often accompanies youth, and deserts a more advanced age."

Silesia became again the bone of contention between Prussia and Austria after a lapse of two years; but, at the close of a war of nearly the same duration as the first, and in which Frederic made an eminent display of the qualities of a great general, he was still left in possession of his original conquest.

The next ten years of his life, though unattended by the glories of successful war, abound with the labours of peace, which make legislators and statesmen illustrious. During this period a reform of the laws was commenced, and the "*Code Frederic*" compiled; colonies were established, and put into successful operation; the servitude of peasants was totally abolished; commerce was promoted, and new manufactures introduced. As he was moreover the life and soul of every department of the government, to himself almost exclusively belongs the honour of improvements so great and valuable. But anxious as he was to turn the energies of his mind to the internal amelioration of his kingdom, there was one duty which he considered entitled to the priority of his regard and indispensable above every other. "The first care of the King of Prussia, when he found himself at peace was to restore the losses he had sustained in his army; for," continues his biographer, "he was well aware that, to preserve tranquillity, it is necessary to be always in a condition to resist oppression." Frederic had experience how much he consulted his own and his subjects' interests by an adherence to this principle of policy, for undoubtedly the jealousy excited in Austria and other powers by the superiority of Frederic's fortune in former wars, would not have allowed him a peace of ten years' continuance, had not his timely preparations to put Prussia in a state to defend herself, made the enemy long calculate the consequences of inflicting a blow which would be returned in all probability with promptitude and effect.

At length, however, the seven years' war broke out—a war which drew the following reflection from Voltaire:—"Lewis the Fourteenth has been admired for having resisted the united forces of Germany,

England, Italy, and Holland; but we have seen in our day an event incomparably more extraordinary than that—a Margrave of Brandenburg, alone and single-handed, offer successful resistance to the Houses of Austria, France, Russia, Sweden, and the greater part of Germany. This is a prodigy which can only be attributed to the discipline of the troops, and the superiority of the general who conducts them. Chance may gain a single battle; but when a weak power resists so many strong ones for the space of seven years, and in an open country, and is able to repair the greatest reverses, this cannot be the work of good fortune. It is indeed in this point that the war we are about to treat of differed from all which had hitherto desolated the world.” One of the most signal triumphs of the Prussian arms in the course of this war was the victory of Rosbach. The defeat sustained in that battle is characterized by Voltaire as “the most inconceivable and complete rout and discomfiture of which history makes any mention. Thirty thousand French and twenty thousand Imperial troops were then seen making a disgraceful and precipitate flight before five battalions and a few squadrons. The defeats of Azincourt, Crecy, Poitiers, were not so humiliating.”

At the very time, however, that the energy and activity, inspired in the Prussian army by Frederic's presence, enabled him to triumph over a tenfold greater force on one side of his dominions, he was summoned away to the opposite extremity of Prussia to repel the invasion of another hostile power, which had taken advantage of his absence to penetrate into a country that has received no barriers from nature. The consideration of this single circumstance may give some idea of the uninterrupted toils and fatigues by which Frederic and his soldiers were harassed, and from which victory itself did not supply even temporary relief. The pressure of anxiety and labour became too great even for the elastic spirit of the king; and, in a letter addressed to the Marquis d'Argens, about four years after the commencement of the war, he hints, in no obscure terms, at the desperate act of suicide:—“After having sacrificed my youth to my father, and my maturer age to my country, I think,” writes Frederic, “I have acquired the right of disposing as I please of my old age. I have already told you, and I repeat it, my hand shall never sign a disgraceful peace. I shall continue this campaign with the resolution of daring everything, and of attempting any enterprises, however difficult, which may be deemed advisable, in the hope of either succeeding, or meriting a glorious death. . . . What reasons in truth one has, at fifty years of age, to despise life! The prospect which remains to me is an old age of infirmity and pain; and disappointments, regrets, ignominies, and outrages to endure. In truth, if you really consider my situation, you ought to blame my intentions less than you do. I have lost all my friends and my dearest relatives; I am unfortunate in all the ways in which it is possible to be so; I have nothing to hope for; and I see my enemies treat me with derision, while their insolence prepares to trample me under foot.”

Keeping in view Frederic's confirmed disbelief of the truths of Revelation, we cannot wonder that, in the moment of despondency, he should thus deliberately state his resolution to close his mortal career in a way so repugnant to Christian feeling. But, how essential religious prin-

ciple is to true dignity of character, and how inadequate the mere combination of the highest intellectual and moral qualities is, to maintain a manliness of purpose in every situation, is strikingly exemplified in the fact, that even such a mind as Frederic's could calmly contemplate an act of confessed cowardice—for deliberate suicide is nothing else—as the means of escaping from impending misfortunes. Happily for his fame, the buoyancy of hope again bore him aloft, and he arose once more on the wings of victory. Still the long duration of the disproportioned struggle had so far exhausted his resources, that he must have at length sunk, had not fortune interposed in his favour. The death of Elizabeth, Empress of Russia, deprived the alliance against Frederic of the co-operation of that power; and, having now to contend with forces reduced nearer to equality with his own, his superior genius soon gained him the advantage, and his repeated successes ere long disposed the enemy to peace. The conclusion of the war left the King of Prussia in possession of all the territories he had at its commencement; and his return to Berlin, after an absence of six years, was welcomed with the acclamations of a grateful people shouting—"Long live our king and father!"

It is but justice to Frederic's character to extract the following evidence as to his conduct, in reference to the partition of Poland, from Rulhiere's "History of the Anarchy of Poland." "The incontrovertible testimonies which the author of this history has procured, leave no doubt that Frederic, solely occupied by his endeavours to avoid a war, without compromising either his glory or his interests or his imperial ally, had formed no distinct project in his own mind for an invasion of the territories of Poland." But whether or not the King of Prussia stands altogether clear of the charge of having been actuated in this affair by the motives of an unprincipled ambition, his new subjects had little reason to regret the political change which gave them the protection of an established and powerful government. Prussian Poland, under Frederic's administration, rapidly recovered from its former ruinous state; and his efforts to promote the distribution of impartial justice, to diffuse education, and to advance commerce and agriculture, produced the most happy results.

The King of Prussia's last war was one in which he stood forward as the defender of the rights of the Germanic body against the encroachments of Austria. The Emperor had advanced unfounded claims to the principle portion of the electorate of Bavaria. Frederic's interference on this occasion, while it exhibits him in the honourable character of protector of the privileges of the empire, proves also the high degree of power which Prussia had reached in the course of his reign. The speech of the royal veteran, on preparing to take the field, now in his sixty-seventh year, will be read by few soldiers without interest.

"We have all grown old," said he to his assembled officers, "in the career of arms, and have shared together the glories and the fatigues of our former wars. You are doubtless as unwilling as myself to shed blood, but new dangers, with which the empire and my territories are alike menaced, oblige me to take the most efficacious measures to dissipate the threatening storm. I cannot therefore avoid calling you once more to defend your country. It will give me the most lively satisfaction when I shall have to recompense you for your fresh services. I

shall not appear during the campaign with a luxurious camp equipage : you know I have never cared for such a thing. My actual infirmities will, however, prevent my making the campaign as I should have done during the vigour of my age. I shall in marches make use of a carriage, but on a day of battle you may be sure of seeing me on horseback among you as formerly."

Frederic's final appeal to arms was successful. The operations of a single year convinced the emperor of the necessity of giving up his Bavarian conquests.

During the remaining seven years of his life, the King of Prussia devoted himself with his accustomed unsparing assiduity to the cares of government ; still continuing to rise regularly at four o'clock in the morning—a practice in which he had persevered from his first elevation to the throne, and which he had found most conducive to the despatch of his multifarious business. At this time he consolidated the system of legal reform which he had attempted forty years before ; and published a new edition of the " Code Frederic," with the improvements which experience recommended. To the very last, the vigour of his intellect displayed itself in the arrangements connected with his foreign and internal policy ; and even the year before his death, through his exertions was signed the Germanic league—a confederation for the purpose of preserving the constitution of the German empire, and establishing a check on the ambitious designs of Austria.

In tracing the gradual elevation of states to greatness and power, it is often difficult to assign the true causes of the progressive aggrandisement, which is itself so perceptible. But the means, whereby Prussia has risen to rank and importance, are discovered by the reader of her history, without any great depth of observation. Frederick the First was the first of the House of Brandenburg that enjoyed the dignity of a crown ; but the pomp of royalty did not bring with it that degree of power, which can alone make monarchy respected. It was his son Frederic William, that laid the foundation of Prussia's greatness. This monarch had penetration enough to see that, without a considerable military establishment, his kingdom, having little protection from any natural obstacles to its invasion, would not long maintain its independence, much less extend its power.

He spared, therefore, no expense on his army, which he kept, during his entire reign, in the most effective state. Though he carried his notions of saving so far, as even to grudge a sufficiency of necessaries to his own family—and surely Mr. Hume himself would not go farther with his ideas of economy—still he acted on the principle, that avarice itself might incur even a large outlay, where there was prospect of an ample return in the end. When Frederic the Great succeeded to the throne, he soon found the value of the well-disciplined troops left him by his father. With this army it was that he completed the conquest of Silesia within two years after his coming to the crown. He himself also adopted his father's views as to the necessity of always keeping on foot a powerful military force ; and to the unceasing care and attention, which he devoted to his army during the ten years of previous peace, may fairly be ascribed his good fortune in the seven years' war, and his still retaining Silesia at the end of it. The other great accession made to the Prussian dominions during Frederic's lifetime—the share in the

division of Poland—was also a consequence of the high rank to which Prussia had risen as a military power. Russia and Austria would not venture to overlook so formidable a neighbour in the distribution of common spoil. But the calculation is, indeed, very imperfect, which estimates the advantages that Frederic's military genius conferred on Prussia merely by the territorial acquisitions thence resulting. The arrangements by which he provided for the permanent support of an army of 200,000 men, gave consistency and stability to his whole political system; and the military spirit, which he created in his countrymen, possessed a renovating power destined at a future day to accomplish the re-establishment of the almost subverted structure of the Prussian government. Though the year 1806 was very near seeing the fulfilment of the insolent boast of Napoleon, "Frederic's philosophy shall not prevent me from erasing his kingdom from the map of Europe;" yet was it beyond the power of the French emperor to obliterate the impression which Frederic's institutions had communicated to the minds of the Prussian people. The martial spirit which had been struck to the ground in the battle of Jena, and remained prostrate for six years of ignominious peace, still retained the principle of vitality, and showed the action of vigorous life at Lutzen, Leipsic, and Waterloo.

NOTES ON THE ARMY OF THE UNITED STATES OF AMERICA.

THE peace establishment of the United States is composed of 4 regiments of artillery and 7 regiments of infantry, and, with staff-officers, amounts to about 6000 men. Each regiment of artillery consists of 9 companies, one of which is equipped as light artillery. A company is officered by a captain, 4 subalterns, and 8 non-commissioned, with 3 artificers, 2 musicians, and 42 privates. A company of infantry consists of a captain, 2 subalterns, and 7 non-commissioned, 2 musicians, and 42 privates. And to each regiment of artillery and infantry there are 1 colonel, 1 lieutenant-colonel, 1 major, an adjutant, serjeant-major, and quarter-master-serjeant.

The corps of Military and Topographical Engineers are not attached to the Ordnance Department, which is merged in the artillery. The ordnance service in the States consists merely of 80 officers of artillery, selected to command the different depôts of arms and arsenals of the Union, with 10 superintendents of armories and store-keepers.

Major-General Alexander Macomb commands the army at present; and he is allowed 2 aides-de-camp. Besides him there are 2 brigadier-generals, each with 1 aide-de-camp; and these aides, taken from the subalterns of the line, besides their other duties, perform those of assistant-adjutants-general. Two inspectors-general annually visit the posts of the army: their duty is very severe, when one considers the extent of territory they have to traverse. There are also an adjutant and quarter-master-general, 2 quarter-masters, and 10 assistant-quarter-masters.

The Subsistence Department consists of 1 commissary-general and 50 assistant-commissaries, taken from the subalterns of the line, with extra

pay. There are also 1 paymaster-general and 14 paymasters, and 1 surgeon-general, 8 surgeons, and 45 assistant-surgeons.

It is an extraordinary fact, but not the less true, that nearly one-half of the non-commissioned and privates of the American army deserts every year. All free white males between the ages of 18 and 35 may be enlisted; 5 feet 6 inches is the standard height, and 12 dollars is the bounty money. According to the spirit of the institutions of the country, all enlistments shall be "voluntary"—that is to say, 24 hours must elapse between the recruit's expressing his wish to enlist and his subscribing the oath and receiving the bounty; and though the period of service is only five years, yet few remain to complete it.

The great extent of territory in the States, with a scanty population, causes wages to be high, and provisions are cheap. Generally speaking then, the most worthless characters enter the army, which consists of a *melange* of English deserters, Dutch, French, Americans, &c. Five dollars is the monthly pay of a private, and many labourers in the States earn a dollar per day: so that it is obvious there is no great inducement to belong to an army which is held in no estimation by the citizens generally, and has no pension-list or asylum for disabled soldiers.

The moral culture of the American soldier is wholly neglected; and in the States attention to this important point is perhaps more necessary than in any other country. Detached, as the troops are, in small posts, to overawe the Indians of the north-west and western frontiers, they unavoidably become demoralized, from contact with the wild beings and vagabond hunters, in the midst of whom they live. If the sons of respectable parents could be induced to enter the army at an early age, be retained at a depot of instruction for some time, attention paid to their habits, their moral and religious improvement, then, as they would be made better men, they would become better soldiers, imbibing at the same time patriotic feelings with the prospect of considerable ultimate reward when discharged (and which the States can well afford in the shape of land), the men would become attached to their service, desertions would be unfrequent, and the army placed on a respectable footing.

It is well known that the efficiency of our army is mainly dependent on the character of the non-commissioned officers: if they are inadequately paid, competent men will not desire to be promoted. Now the serjeants and corporals of the American army receive a trifle more than the pay of the privates;—consequently, taking into consideration their responsibility and trouble, their office is not in great request.

Habits of intemperance are very common in the American army, and, as is to be supposed, almost all crimes committed by the soldiery are to be traced to these fruitful sources of evil. The intelligent head of the army has, however, this year adopted that admirable regulation of the British service—^a giving a compensation in lieu of liquor." From frequent inquiries made on this important subject in the West Indies and in the Canadas, I was at first inclined to believe that the measure was not to be attended with the benefit expected from it:—thus, in a company of a regiment at Trinidad, I learned that in six months after the compensation was granted, there had been sixty

punishments for drunkenness, whereas in the previous six months there had only been twenty; but when the matter comes to be fully investigated, it will be found that old soldiers only gave way to their propensity for liquor, whereas the young will not now acquire a taste for it; and I am convinced that in the course of a few years the health and habits of the troops will be most materially improved by this very judicious regulation.

The uniform of the American army is a single-breasted blue coatee, with bars of lace on the collar and cuffs—in the artillery, gold; in the infantry, silver. The trousers are grey; the cap bell-shaped; the feathers white and red for artillery, white and blue for infantry; eagle-plume and scales. General and field-officers wear epaulettes—all others wings. Captains are distinguished by a chevron on the upper part of the arm; subalterns by one near the cuff. As may be supposed, no great attention is paid to uniformity of dress in the American army—officers wearing forage-caps according to their own taste, frock-coats variously trimmed, and fancy swords: the favourite one has a hilt like that of the sword which the Prince of Denmark usually wears on the stage.

General Macomb approves highly of the new regulation double-breasted coatee of the British service, with epaulettes for all ranks, and means to adopt it next year; though the citizens think that it is too gaudy for Republicans; however, as it is, they are obliged to tempt the officers by high pay to remain in the service—a captain receiving 310*l.* per annum; the British, 180*l.* So that a handsome uniform will be an additional inducement to remain in the service.

I said that officers are tempted by high pay to remain in the American service, and truly they require it. Stationed for years in the back woods, without society, few of them devoted to the sports of the field; books difficult to be obtained; their duties are far from agreeable, and their situation often most unpleasant. I beg to subjoin a short anecdote illustrative of the nature of the service in America.

A young officer of artillery having just left the Military Academy at West Point, after the peace in 1815, was sent with two other officers, his seniors, and 150 men, to garrison Fort St. Philip, on the Mississippi, below New Orleans, and seated in the midst of interminable forests—dismal swamps—sluggish creeks teeming with alligators and wild fowl. After a short time the second in command and 50 men had died. The senior officer one morning drew up on parade those who remained, and then, in a fit of despair, threw himself, in full uniform, from the parapet into the ditch of the fort, and was drowned. Shortly after this, General Jackson visited the Fort. The survivor received him on landing from the river, proceeded to the ramparts and fired the salute, and then appeared in the hospital as surgeon. After nine months he was ordered to proceed to New Orleans with 10 men; they all died of yellow fever, except himself and servant; and the officer, ordered to relieve him at Fort St. Philip, inclosed the general his commission. So much for the military experience of a young American artilleryman.

There are about 50 military posts in the States forts, barracks, and arsenals; the two former to overawe the negro population, &c.; the latter contain the arms for the regulars and militia. The officers seem to dislike Indian warfare very much; complain of the hardships

attending "bush expeditions;" the treachery of the enemy; their ambuscades, and surprises, and cruelty to prisoners. There are yearly skirmishes with Indians, which by the way are not made public.

I remarked, that in the hot climate of Louisiana, the American soldiers slept two in a bed: their bed stands on wooden frames, which can be easily taken to pieces, and have upper and lower berths. There are no iron bedsteads yet in the States, and consequently their men are far from being as comfortable as ours are in this respect. In the barrack squares in Louisiana, I observed the punishment of hard labour, with a log and chain attached to the foot of the culprit; flogging is also practised; and solitary confinement is often resorted to.

There is nothing worthy of remark in the system of drill in the American army; they borrow from the British and French. The officers say, that English deserters, who enter the service, are very *au fait* at drill, and keep themselves and their arms very clean; but that they cannot march with the American soldiers. Now this must be a mistake; for it is a notorious fact, that all Americans will never walk when they can ride in a waggon; they are much disinclined to active sports and pedestrian exercises of any kind; and even the children are never seen to run, or engage in "out of door games," like English boys; so it is impossible that American soldiers can march with British. The extremes of heat and cold are so great in the States, that the people do not sufficiently exercise their limbs.

The American arsenals are very neatly kept, and with very small means; and the superintendents deserve great credit for the order in which they keep their arms, with few assistants allowed them by government. Their cannon are all copied from the British. An American musket is well fabricated, and costs 12 dollars. A new rifle has been introduced this year, called Hall's patent; it loads at the breach, which is elevated for this purpose by touching a spring, when a flask with a double head, one containing powder, the other a magazine of balls, loads it expeditiously. It might be worth while to experiment with this rifle, as it saves the tedious operation of loading with the ramrod; and with a percussion lock, and a light rest in lieu of a ramrod, would (it is suggested) be an improved weapon for the British rifle corps.

There is a branch of the service of the United States which ought not to be passed by without notice, the Topographical. This corps is separated from the engineers, and now constitutes a distinct *bureau*, and its importance is very great, considering the great extent of territory in the States, and the necessity there is to possess correct geographical outlines of it. A knowledge of the features of a country collected by surveys, paves the way for internal improvements, and facilitates military operations in the event of a war.

Connected with this subject, I beg leave to suggest, that topographical engineers are at present much wanted in the British service; among other duties, to survey and determine our frontiers in North America, Guiana, (South America,) to complete maps of some of our West India islands, which have never been accurately surveyed, and for the various duties which the Staff corps used to perform. Officers who have obtained a certificate of the first class from the senior department of the Royal Military College, might be selected as topographical

engineers. Possessing valuable colonies in all parts of the world, on the retention of which the prosperity of Britain mainly depends, and her high station among nations, perhaps no country more requires topographical engineers than our own.

I may here mention that it seems to be the policy of the Americans to isolate the British possessions of New Brunswick and Nova Scotia, by extending the Maine frontier to the St. Lawrence. They, with the Russians, are also desirous to exclude us from the shores of the Pacific. The last American maps bring down the Russian territory to meet the American in the north-west, whilst, by right of discovery and treaty, the British have a claim to many hundred miles of sea-coast to the north of the Columbia river, where the climate is ten degrees milder than on the eastern shores of America,—melons ripening in the open air,—and the soil very fertile.

Some time ago, Commodore Biddle was sent with a small American squadron to take possession of certain British posts, belonging to the Hudson's Bay Company, on the north bank of the Columbia river, and near its mouth. The British, on seeing the American squadron, quietly evacuated the forts. The commodore landed with his men, hoisted the American flag, dismounted the cannon, and pasted placards on the trees, stating that 'this was American territory.' They re-embarked in their boats, and had hardly got to their vessels when the British returned, lowered the American flag, hoisted the British, re-mounted the guns, tore down the placards, and remain in possession of the posts to this day. It will hardly be believed that the Russians, in their usual insidious way, have established themselves on rivers to the south of the Columbia. These gentlemen ought to be watched.

Executing commissions for the Royal Geographical Society, I paid some attention to the boundary question in America, and was anxious to ascertain if the States were constructing any forts on the Maine frontier, and I found that the only *thing* of the kind they have is a poor specimen of a stockade at Holton Town, executed two years ago, and garrisoned by four companies of infantry, and, even as a field-work, it is quite contemptible. I may here remark, that too little attention is paid, in the British service, in the construction of field-works and temporary defences, to the hatchet. General Maconib said he often laughed whilst watching our troops through his glass, in the late war, cutting branches with their bill-hooks, wasting time in making fascines; whilst the Americans had trees down in a short time, abbatis laid, and stout breast-works of logs. There is some truth in this. 'Fas est ab hoste doceri.' One axe in a wooded country is worth twenty bill-hooks.

I spent two days at the Military Academy at West Point; and I beg to make a few remarks on what I saw there. The situation of the Academy is beautiful and romantic. High above the noble Hudson, on a level plateau, and surrounded with mountains of 1000 feet elevation, stand the plain buildings of West Point; three barfack-looking buildings contain the halls of study and sleeping apartments of the 250 cadets; and detached houses, with a row of poplars before them, are occupied by the superintendent, Colonel Thayer, and the professors. On the heights around, and every where commanding the river, are the remains of redoubts and batteries constructed during the Revolutionary war.

Cadets remain at the Military Academy four years; when admitted at fourteen years of age, they are examined in English reading, writing, and arithmetic only; but after six months there is a severe mathematical examination, which many are unable to pass. As at the Royal Military College, there are half-yearly examinations at West Point; but these are so strict, and the course in general so severe, that half of those who enter the College are obliged to leave after the first examinations. There is a remarkable difference between the cadets of the Northern and Southern States; the former are generally studious and industrious, the latter, brought up among slaves, are idle and inattentive, so that they are almost all dismissed; consequently, the Academy is not 'in good odour' with the planters; for they imagine that favouritism prevails, and that the dismissals are not impartial.

The cadets are divided into four classes for the four years' course. The junior class study the French language grammatically (but pay no attention to speaking the language), mathematics, including geometry, trigonometry, algebra, mensuration, and surveying; they are also drilled. The second year: mathematics, including descriptive and analytical geometry, conic sections, fluxions; the French language is continued, and drawing the human figure. The third year: natural philosophy, chemistry, and drawing, or rather copying landscapes, and topography; and the fourth and last year, the studies are engineering, including the science of artillery, field and permanent fortification, tactics, civil and military architecture, besides chemistry and mineralogy, law and ethics.

The cadets intended for the artillery, after leaving West Point, attend the School of Practice at Fortress Monroe in Virginia, where they see, for the first time, the construction of field-works. The West Point cadets are encamped two months in autumn, but then only for the purposes of drill: at that time, about one-fourth of the cadets are allowed to visit their friends, for there is no regular vacation. The uniform of the cadets is a grey coat, with three rows of brass buttons and black braid; white trousers in summer, and grey in winter.

The cadets are confined to their halls of study for about ten hours per day! They seemed to be very well prepared with their exercises, but had a yellow, unhealthy look, stooped, some wore spectacles, and from October to March they hardly ever move out of doors, or take active exercise; it was really painful to see young men under such a rigorous system. I need hardly have inquired after the health of the cadets; but I did so, and found that, from January to March, dyspepsia was very common; and though few die at the establishment, yet I am convinced the seeds of disease are sown there, and that they return to their friends with broken constitutions. As no water is kept over the cadets at night, some leave their rooms and repair to haunts of dissipation among the hills, known only to themselves, where they meet women of loose character, eat pork and molasses, drink, and chew tobacco,—which last is still an accomplishment of the American youth of all ranks.

It will now be naturally inquired what figure do the Cadets who pass the ordeal of West Point make in after life—are they distinguished in the walks of science, and do they contribute to the literature of their country? The answer to this is, that they are never heard of after they leave West Point. A short time ago certain young officers were sent from the academy to assist General Bernard to draw

up reports for Congress on the national defensive works; and he complained, that so far from these officers being of any assistance to him, he was compelled to translate his own French into imperfect English. No attention being paid to English composition at the academy, the young men could not express themselves intelligibly in their own language; and I imagine, from getting a surfeit of mathematics at West Point, they throw aside Legendre and Lacroix the moment they quit the academic groves.

A word on the militia of the United States. The system and administration are radically bad, and imperiously call for alteration; in fact the mere mention of American militia excites ridicule in the citizens themselves. Every citizen between the ages of 18 and 45, with the exception of surgeons, clergymen, &c., is enrolled in the militia, and they are nominally drilled twelve days every year; but, though they are expected to arm and clothe themselves, it is but few who do either, at least uniformly; and as to the drill, it is a perfect farce. A "muster" in the state of Vermont last summer may serve as a specimen of the whole. The privates turned out in their usual working dresses—belts and pouches over surtouts, long coats, and round jackets; feathers, red, green, and blue, of all sorts and sizes, were stuck in round hats, on the front of some of which was tied the eagle with a string; some had broomsticks for muskets, and others muskets without locks. The band sent forth martial music from seven bass drums, a fife, and a fiddle; and the colonel (as usual a tavern keeper), with a huge broadsword by his side, could not attend to his duties for mixing "gin sling" behind a tree, wherewith to inspire his gallant troops.

On the 16th of November last, the militia of New York were invited to parade in honour of "Evacuation Day," elegantly so named as the anniversary of the British evacuating the city in the revolutionary war. The militia men, disgusted with the present injudicious system, were determined to try what effect public ridicule would have in causing the legislature to give attention to fitting the people morally and physically for the defence of the country, by an alteration in the militia laws. Accordingly 300 or 400 mock soldiers paraded in one of the principal streets of the city, and "the Invincibles," as they called themselves, were reviewed by a leader dressed like Napoleon, with the addition of small statues of the emperor on his shoulders, green spectacles, and a sword four feet long and a foot broad. The warlike body then marched through the streets to the sound of inspiring airs; but to describe adequately the dress and appearance of the men would be difficult. Caps were of all shapes and colours: one wore a pumpkin with the long leaves of a carrot for a plume; another was distinguished by a chapeau five feet in length, and a cod-fish for a sword; wigs, beards, and false noses were common; and the coats were of bright scarlet, brown woollen, green baize, deer skin, and split cane. Here was a Highlander in top-boots, and there his Satanic majesty with a pitch-fork and tail; one carried four muskets, and was attired in shaggy goat-skin like Robinson Crusoe; another was half horse, half alligator, or a Kentucky snorter;—never before was such an array witnessed; and though this review was entirely burlesque, it may have the effect of producing a thorough reformation in the militia laws, which at

present make fops rather than soldiers, dissipate time, lead to scenes of debauchery, and make a mockery of reviews and drills.

Militia officers are elected by their privates by ballot; and to show the "freedom of election," I beg to annex an anecdote:—A French gentleman informed me that last August he arrived in a town on the Ohio, where he saw a crowd assembled at the door of a tavern; he inquired what was the occasion of it, and was told that a lieutenant of militia was desirous of being made a general, and was then treating his friends previous to election. A drunken fellow then staggered up to the Frenchman, and holding a bottle of rum by the neck, demanded, in a threatening voice, "Who are for, mister,—d—n you, won't you vote for General Twig?" "Pardonnez moi," said Monsieur, "I won't vote for either General Twig or General Wig." "You won't vote for General Twig, eh?" (shaking the bottle at him)—"what for?" "Because," quietly answered the Frenchman, "I have no right to vote at all; I'm not a citizen of the Union." "Oh, that's it—why the d—l did you not say so before.—Come, take an anti-fogmatic then;" and they amicably pledged each other in a horn of old Jamaica. "Vote for my man, or else get your head broke!" is the maxim in the west.

To conclude. In reviewing the military system in the States, we find that, owing to the nature of the institutions and habits of the people, it is very defective. The citizens dislike the restraint of discipline; and though the navy is held in estimation by them, from its unexpected successes last year, the army is not viewed with an eye of favour. The Secretary at War, and all attached to the military department, have much trouble to obtain from Congress the necessary supplies; and as it is, the scanty armaments in the forts are old and nearly useless, and many of the works themselves in a very dilapidated state. But, with all this, having had an opportunity of seeing the greater number of the States, I am convinced that the Americans, being such a clever, shrewd, and intelligent people, (and individually as brave as Britons, being of the same stock,) if they saw a *pressing* necessity for an immediate alteration in the military system, would set about it. Since, however, there is not, at present, the slightest prospect of war, and all are striving to partake of the general prosperity around them, the Americans are indifferent to forming an efficient army. Ere long there may be a dispute with Mexico for the valuable territory of Texas, rapidly settling with American *squatters*. The encroachments of Russia in the north-west may cause American troops to march to the Pacific; and, in the course of time, American manufactures, competing with British in foreign markets, may bring about a maritime war with England;—but these two last events are remote, and may not take place during the present generation. The angry feelings of the people of Maine towards British America are not shared by the rest of the Union; and though I heartily dislike a republic, from the effect it has on the manners of the people, and am persuaded it can only hold together whilst the population is scattered, provisions cheap, and wages high, yet, instead of feeling petty jealousy at the growing prosperity of America, we ought to be proud that so vigorous a scion has proceeded from the noble tree of Old England.

A.

CHARACTER AND CONDUCT OF THE LATE CAPT. CORBET VINDICATED.

*In a Letter to the Editor by Capt. JENKIN JONES, R.N.**

It is only within the last few weeks that my attention has been directed by several of my brother-officers to the comments of Captain Basil Hall, on the character and conduct of the late Captain Robert Corbet, more particularly under the trying circumstances of quelling a mutiny in his ship, and conducting that ship into action with a very superior force of the enemy. These comments are contained in the third volume "of the second series of *Fragments of Voyages and Travels*," from page 317 to 332.

If, in order to vindicate the character of the late Captain Corbet from the aspersions which have been cast upon it, it were necessary to display much ingenuity in the art of composition, I should not have ventured to come forward in opposition to such a veteran author as Captain Hall: but the object which I have in view will be best accomplished by submitting to your consideration a plain narration of *facts*, which will serve to prove that Captain Hall must have been grossly imposed upon by persons who were not qualified to afford correct information upon the points of Captain Corbet's conduct to which Captain Hall more particularly adverts. Captain Hall does not, indeed, absolutely vouch for the correctness of his story, he gives it merely as "the one most generally received;" and adds, "All the accounts appear to agree, however, that the men were driven into mutiny by excessive severity."

It is a trite saying, that fallacies are apt to lurk under generalities; and if there be no better foundation for the reports relating to other parts of Captain Corbet's conduct, than there is for that which forms the more immediate subject of Captain Hall's strictures, he was by no means entitled to the unenviable distinction of being singled out, in order to point the moral of a dismal tale.

There are at present surviving three officers who respectively held the rank of lieutenant in the *Africaine*, when Corbet had the command of that frigate. I was then only a master's mate; but I had, nevertheless, full opportunity to judge of the nature of his discipline, and I can truly say that I have ever regarded it as an honour to have served under so excellent a commander.

I shall now proceed to speak of such matters as came under my own observation.

As regards *the mutiny* to which "the men were driven by excessive severity," it will, I dare to say, Sir, astonish you and your readers to be told, that so far from having suffered under the severe discipline of Corbet, the ship's company broke out into mutiny before he assumed the command, refusing to assemble themselves on the quarter-deck to hear his commission read, when the hands were called aft by the commanding officer, Lieutenant Tullidge, for that purpose. That Corbet's *reputed* severity caused this act of insubordination, I am ready to admit; but, on questioning every seaman and marine on board, individually, it did not appear that any one of them had served under the officer against whose authority they revolted; though, no doubt, many of them had "interchanged exaggerations over an extra pot of grub" when indulged in the baneful practice of ship-visiting: it afterwards, however, was ascertained that one skulking, sea-lawyer fellow had given out "that he sailed in the *Néroid* with Corbet, who flogged and turned him out of the ship for being ugly." This man was mortally wounded in the action, and (as I learnt from one of his messmates who was present at his death) before he breathed his last, confessed that the story he had told was a fabrication.

And now, Sir, as to the *manner* in which this mutiny was extinguished.

* This communication exceeding the limits of our general correspondence, and being in a great degree narrative, we have placed it where it stands.—Ed.

When Lieutenant Tullidge reported that the "royal and loyal marines" (to fancy Corbet playing on a word with the marines at such a time!) alone had attended to his summons of them and the ship's company aft, to hear the captain's commission read; Corbet directed Mr. Tullidge to man a boat with such men as he thought most to be relied on, and to put a steady midshipman in her to land him at Mount Wise, in order that he might advise with the commander-in-chief at Plymouth. I was the midshipman so selected.

I must here premise that the Admiralty and, through them, Captain Corbet, had anticipated the probability of the ship's company refusing to receive the captain appointed to command them, in consequence of a round-robin to that effect, which had reached the Admiralty before Corbet left London; and that his consulting, in the first instance, with the Commander-in-Chief on such a contingency, was provided for in the measures determined on by the Admiralty. I need hardly observe, that my duty of keeping on their oars a boat's crew formed from a mutinous ship's company was not the pleasantest in the world. After the lapse of about two hours I was sent on board without the Captain; and shortly afterwards, Admiral Buller, Captain Wolley, of the *Salvador*, and Captain (the present Sir George) Cockburn, of the *Implacable*, came on board the *Africaine*. The hands were ordered aft, and the people were asked generally, "if they had any charge to prefer against the Captain appointed by the Admiralty to command them?" No one answering this query, they were then, as before observed, mustered by the open-list, and individually the same question was put, all answering in the negative, but still raising the cry of "No Corbet." It was then explained to them how certain they were of being seriously punished should they persist in so unreasonable an expectation as that the Admiralty would cancel their appointment of Captain Corbet; that everything would be overlooked if they received their captain without any further proof of disaffection; and that any well-founded complaint which they might prefer whilst under his command would be attended to.

The *Menelaus* frigate was ready to drop along-side and open her fire on us, and a large party of marines were either embarked, or ready to embark, to board us: so that had conciliation failed, decisive measures would have been promptly adopted to enforce discipline. After a lapse of two-and-twenty years, I think I may fairly claim some allowance should my memory fail me in minute details; but, to the best of my recollection, the ship's company admitted the reasonableness of the arguments advanced, and expressed their readiness to hear Captain Corbet's commission read. The before-named officers then left the ship, and soon after Captains Wolley and Cockburn returned on board with Captain Corbet. But when the hands came aft, there was still a cry of "No Corbet." They were then told, that forbearance had been extended to its utmost point, that twenty minutes was given them to reflect on their conduct, at the end of which time a serious example would be made of them if they did not return to their duty. The striking of our ensign was understood to be the signal agreed on for the *Menelaus* to bring her broadside to bear on us, and the marines to push off from the shore.

I can never forget the conduct of Sir George Cockburn on that occasion, to which I verily believe we were indebted for bringing the men to their senses. He collared one man (his name was Elliott) who was loud in calling "No Corbet," and put him into the barge, then alongside, ordering him (with Captain Wolley's consent) on board the flag-ship. He then walked forward, and by a firm but conciliatory address to some of the best seamen, pointing out the irrevocable fate of their shipmate then being conveyed by the barge to the *Salvador*, should they persist in their conduct, he induced them to promise, if Elliott was restored to the ship, that they would immediately return to their duty. The barge was recalled; the prisoner liberated; the Captain's commission read; and then, for the first

time, he addressed the men to the following effect:—"I now command this ship: you perhaps expect I should promise not to use the cats. If you do not do your duty smartly, I will flog you well. I suspect you are a set of cowards, afraid of a brave man commanding you. Depend upon it I will avail myself of the first opportunity of enabling you to vindicate yourselves from this suspicion by shoving you under the enemy's fire." The hands were then turned up to unmoor, and on the 24th of June, 1810, we sailed from Plymouth Sound, with despatches to the Governor-General of Bengal, which were understood to contain orders for the immediate equipment of an expedition against Mauvitiús. And here, let me ask, if it did not prove extraordinary nerve, and consciousness of right motive on the part of the Captain, and implicit confidence in him on that of the Admiralty, to sail immediately after such an occurrence for an East India voyage, without any other ship in company? Nine days after we sailed,—namely, on the 3rd of July,—a letter was thrown into the quarter-gallery window, threatening the Captain's life. Up to this time not a single lash had been inflicted on board. The hands were turned up at 11^m A.M. on this day, for the punishment of a foretopman who had missed his muster in the top the previous evening, when we were shortening sail. When all were reported present, and the culprit seized-up, Corbet ordered the marines to fix bayonets. (We had hitherto kept a guard of marines day and night abaft the mizen-mast.) Up to this moment no one in the ship suspected that any fresh act of mutiny had appeared. The Captain then read aloud the letter which had been thrown into the quarter gallery, and then, drawing his sword, exclaimed, "*My life in danger!* who has most cause to be alarmed, you of this sword, of those of my officers, of the bayonets of the marines, and of the laws of your country, or I of your dastardly threats?" As master's mate, my station at punishment was on the main deck, consequently surrounded by the ship's company, and enabled to hear all that passed amongst them, and to watch them closely; and never did I witness more unaffected or overwhelming surprise than that exhibited by the men on hearing the letter read. The petty officers simultaneously came forward, and in the name of the ship's company, not only declared their entire ignorance of the letter and its author, but also their perfect satisfaction with the way in which they had been treated by their Captain. A moderate punishment was then inflicted on the prisoner; after which Corbet called out from among the men a fellow, whose name, I think, was Beal, and who had occasionally assisted the Captain's clerk in his duty; and, after expressing his conviction that the letter was the fabrication of *one* man, unknown to the others, he added, "I shall take the trouble of reading to you, Sir, the last speech of the chief mutineer in the *Temeraire*; and I would advise you often to think upon it, lest you find yourself one day in his position." I have no doubt that the just and keen discrimination of Corbet had enabled him to fix upon the right man. The marines were then ordered to discharge their muskets; the guard from that hour was discontinued; and the men and officers cheerfully and smartly performed their duty.

A thousand comments offer themselves to my mind at this moment, but I refrain from expressing them, feeling assured that my object in addressing you will be best answered by inviting a comparison of the above simple statement of *facts*, as respecting the mutiny, with Captain Hall's report and remarks on the same occurrence.

After writing thus far, I reperused Captain Hall's history, or rather fable, of the action and capture of the *Africaine*. I refrain from expressing the very painful feelings which it has excited in my mind. Instead, therefore, of pointing out the errors which have, some how or other, found their way into Captain Hall's terrible story, I prefer substituting (with your permission) a statement which I drew up twelve years ago, and which I submitted to the criticism of Captain Tullidge and Lieutenant Walkie, two of the Lieutenants of the *Africaine*, who were in the action. Captain Tullidge,

on returning my manuscript, wrote as follows:—"I have been greatly gratified in perusing the narrative, and, agreeably to your desire, have made a few pencil marks. Your statement is very correct." Lieutenant Walkie orally attested the same. I omit the detail of the circumstances which led us into Mathewvius Bay, in the Island of Roderique; and when we first heard a rumour of the disaster which had befallen the blockading squadron off Mauritius, under Captain Pym, which rumour induced Corbet to do what no ordinary-minded man would have dared to do,—namely, to deviate from the orders given him by the Admiralty, by bearing up for Mauritius to satisfy himself whether or not the report was true; and, if so, to reinforce Commodore Rowley's squadron with the *Africaine*.

Nothing material occurred until the *Africaine* made the Isle of France, at daylight on the 11th of September, 1810. The Government of India had anticipated the intentions of his Majesty's Ministers, by detaching a force against Bourbon preparatory to an attempt upon Mauritius; and when the *Africaine* reached the latitude of these islands, Bourbon had been for some weeks in the occupation of the British troops, the chief civil authority being exercised by Mr. Farquhar.

The joy excited by this achievement was, however, damped by the disaster which befel our naval force, in the gallant attempt made by Captain Pym to destroy the enemy's ships in port, S.E., at Mauritius. This daring enterprise failed, chiefly in consequence of the *Sirius* and *Magicienne* having unfortunately grounded, exposed to the fire of the batteries and of the enemy's ships: the British frigates were incapable either of making a retreat or of bringing their guns to bear; and the result of this melancholy affair was, the loss of three fine frigates, the *Sirius* and *Magicienne* having been burnt by their commanders while on the rocks, and the *Nereide* taken possession of by the enemy, after she had drifted, a total wreck, on shore, nearly every person, Captain, Officers, and men, who had come into the engagement, having been either killed or wounded.

The enemy, subsequently, captured the *Iphigenia*, and had thus become masters of the sea in this quarter of the world.

These events occurred in the month of August. On the 11th of September the *Africaine*, as before mentioned, reached the scene of action, and on the 13th was compelled to surrender to two French frigates.

Owing to the death of Captain Corbet, who was killed in action, the history of this unfortunate affair has not been fully before the public: it therefore appears desirable to make known some particulars which will serve to explain the cause of this loss, and to rescue the character of the gallant Corbet from the reproach of temerity with which he has been charged, by those who must have been very imperfectly informed of the circumstances in which he was placed, and of the motives which induced him to hazard so unequal a contest. And although the interest of the event must have been in a great measure destroyed by the lapse of time, those who were personally acquainted with him, as well as those who respected his professional qualities, will probably derive some satisfaction from the perusal of the following "Journal of the proceedings of his Majesty's ship *Africaine*, from the 11th to the 13th day of September, 1810, by Jenkin Jones, then master's mate of the said ship."

I give you, Sir, this preamble to my Journal, in order to show how different were the rumours to which I adverted in 1820, from those which have been imposed upon Captain Hall, but which I feel will be equally well answered by simple facts.

"*Tuesday the 11th of September, 1810.*—At 6^h A.M. made Round Island, bearing N.N.E., distant two miles. Observed a schooner about four points on the larboard, on weather-bow, standing to the southward; hauled up for the schooner, and made all sail. Stood close to the reef in Broad Bay and tacked. In tacking, the fore-topmast went as we hauled the after-yards. The chase bore-up about four miles off shore, which we also did to cut her

off. After running about a quarter of a mile, she hauled-up on the larboard-tack, stood in through a passage in the reef, and ran ashore in a small bay of the Poudre d'Or coast, within pistol-shot of the land around her.

"At 7^h 30^m A.M., being near the reef we hove-to, lowered the jolly-boat, and sent her to find the passage in the reef through which the schooner had run. This we easily ascertained, and perceived that the beach and rocks, near to which the schooner had grounded, was crowded with soldiers and armed inhabitants from the neighbouring village. Lay on our oars until the barge, under command of Lieutenant Forder, came up, and then pulled in together; when the enemy opened a heavy fire of musketry on us, which was briskly returned by a party of our marines in the barge, but without much effect, the enemy being planted behind rocks.

"The barge shortly grounded, but drawing less water in the jolly-boat we succeeded in boarding the schooner, and endeavoured to stave her by throwing her guns down the hatchway: having no fire-arms in the boat, or other means of setting the vessel on fire, we were compelled to leave her before her destruction was accomplished, with one seaman mortally, and myself slightly, and another seaman badly wounded, out of a crew (officer included) of six. Owing to the barge being a fixture near the rocks, she had one man killed, one mortally and eleven severely wounded, making a total in the two boats of one killed, two mortally and thirteen otherwise wounded; the whole of whom were prime seamen. At 1^h 30^m P.M. the boats returned, bore-up W. by S. moderate and fine."

This preliminary disaster I also think necessary to relate, as showing what was the conduct of a party of *volunteers* under rather trying circumstances, from "a gallant and self-devoted crew, who, according to Captain Hall, with folded arms (on the *following* day) suffered themselves to be cut to pieces, rather than move their hands to fire one gun to save the credit of their commander." To capture, or to destroy this schooner, was an object worth some risk, as she was the French Aviso, No. 23, commanded by Ensign François Nicolas Massian, from Port Louis, laden with stores for M. Dupenê's squadron at Grand Port.

"Wednesday the 12th of September.—At 4^h A.M. we made the Island of Bourbon, and at dawn of day observed two ships in the offing of St. Denis. At 7^h spoke two transports lying in the bay, the masters of which informed us that the ships in the offing were French frigates, with a man-of-war brig in company, which last now hove in sight. Upon receiving this intelligence the Captain went on shore, leaving directions with the First Lieutenant to stand on and off the port and clear the ship for action."

And here again, Sir, I cannot refrain from observing, that had Captain Hall seen the alacrity and spirit with which the *Africaine* was cleared for action with an enemy of more than double her own force (for none of us knew that the *Boadicea* was near at hand), and the cheerfulness with which the men afterwards gave up their evening grog (the rum-cask being half-hoisted up the hatchway), when the Captain remarked, "It shall not be said we wanted Dutch courage to thrash these Frenchmen—strike the spirits into the hold!"—I say, Sir, if Captain Hall had witnessed this proceeding, he would not have believed that the seamen of the *Africaine* had any unjust treatment to resent, or that they had lost consideration for their own "or their country's honour."

"At 10^h A.M. observed the frigates signaling the brig, and standing towards us on the larboard-tack: the brig made sail on a wind on the opposite tack, and was shortly out of sight. At 12^h landed the men who were wounded in the attack on the schooner. Hoisted a broad pendant to deceive the enemy into a belief that we were their old acquaintance the *Boadicea*. At 2^h P.M. saw the *Boadicea*, Otter, and Staunch gun-brig, standing round the Pointe-du-Galet, having the wind well to the southward.

"Lieutenant Home and twenty-five privates of the 86th regiment came on board voluntarily, to supply (as far as soldiers could supply) the able sea-

men who had been wounded on the preceding day: and shortly afterwards came Captain Corbet, accompanied by Major Barry, of the East India Company's service, and Captain Elliott.

"Made sail to the top-gallant-sails, over double-reefed top-sails, on the starboard-tack: the enemy on the same tack, under all sail, bearing north, seven or eight miles distant. Wind fresh from the eastward.

"At 6^h P.M. lost sight of the Otter and Staunch, and soon afterwards observed the Boadicea headed by the easterly wind and bearing-up. At sunset Boadicea eight or nine miles on our lee-quarter. The weathermost ship of the enemy, finding that we were fast gaining on her, bore-up to close her consort.

"At 8^h we were about two miles and a-half on the weather-quarter of the enemy. Night cloudy, with rain at intervals; we under topsails and foresail, the enemy top-gallantsails and courses set. Burnt blue-lights and fired signal-guns every half-hour; observed the Boadicea once answer with a blue-light." The Captain hailed the decks "to let the men sit down between the guns, tell long yarns, and appoint agents for their prize-money."—And, without meaning to parade myself, as having a tremendous penchant for "fire-eating," a merrier night I have seldom passed than that of the 12th of September, 1810, between the guns, surrounded by a brave, humorous, contented, and confiding crew*. They all knew, and showed they knew, that a better seaman, or more skilful and brave officer than he who commanded the *Africaine* at that time, was not to be found in the navy.

"The hero's mind alike in every scene
Was firm, composed, intrepid, and serene,
Nor knew the ebbs and flows of weaker souls,
Whom pleasure enervates or fear controls!
One ruling principle inspired his zeal,
An ardour for his country's fame and weal.
This was brave Corbet's constant aim and boast,
In this all meaner selfish views were lost;
Nor with his patriot cares allow'd to blend,
Alike in life or death his country's friend."

"*Thursday the 13th of September.*—At 2^h A.M. came on a fresh squall, during which the enemy bore-up, as we thought, with an intention to run or wear; we did the same, and manned our starboard guns. At 2^h 20^m they hauled to the wind on the same tack, keeping their mainsails up, and the *Astrea* having her cross-jackyard square. This manœuvre brought us about a musket-shot on the *Astrea's* weather-quarter: Boadicea at this time about four or five miles astern. At 2^h 30^m A.M. opened our fire with the larboard guns double-shotted, which the *Astrea* briskly returned (by the Captain's order we loaded with two round shot throughout the action). The second broadside from the *Astrea* proved fatal to our Captain, a shot striking off his right foot, and the thigh of the same leg receiving a compound fracture by a splinter at the same moment."

So remarkable is the discrepancy between Captain Hall's statement at the point where we commenced action and the real state of things, that I must break through my first intention, and ask what becomes of Captain Hall's assertion, that "the Frenchmen seeing only one ship near them, and the other far astern, shortened sail, and prepared for the attack, &c." And again, of Corbet's exclamation of "We shall take them both! steer right for them!" The enemy, Sir, were, until five minutes before the action, (when, as described above, they hauled their mainsails up) under all the sail which they could carry on a wind with reference to the state of the weather—(that is to say, double-reefed topsails, top-gallantsails, and courses)—we were under our three topsails and foresail, occasionally bracing the mizen-topsail

* The graphic pencils of such men* as Marryat, Glasscock, or Hall, would have found ample materials for an entertaining chapter (if not volume) from what was narrated in Jack's best style on the *Africaine's* main-deck on that occasion.

aback, and could have engaged them at any time between 8^h P.M. on the 12th, and the time we actually commenced action; but our chief's courage was tempered by sound judgment, as shall be shown hereafter. Captain Corbet never thought of "steering right for them," (*both* is inferred): his last order to the men was, "Fire your guns as you bring them to bear, take cool aim, and do not throw a shot away." To the First Lieutenant, on being carried from the quarter-deck, he said, "On no account increase your distance from the *Astrea*." My inference from which last order is, that he hoped a favourable opportunity would soon offer for carrying the *Astrea*, already somewhat disabled in her rigging, by boarding. But to return to my narrative:—

"At 2^h 50^m we shot away the *Astrea's* jib-boom and the weather-clew of her fore-topsail; and, as we afterwards learnt, she conceived that her bowsprit was wounded; and therefore filled her mizen-topsail and set her main-sail, to shoot ahead out of our fire. On this occasion our men cheered, which gave rise to the scandalous report, that they cheered because the Captain was wounded. To refute which I need only remark, that the cheering commenced at the foremost main-deck guns, *where I was quartered*, immediately on our seeing the *Astrea* haul her main-tack on board, and many minutes before we were apprised of the disaster which had befallen our brave Captain.

"The *Iphigenia* now bore-up, and took her station more than half gun-shot on the *Astrea's* lee-quarter; and we made sail, and ran up alongside the *Iphigenia**, within about half-pistol shot, in fact, rubbing sides with her. This manœuvre brought the *Astrea* on our weather-bow, and the wind falling very light, enabled her to retain that station, or ahead, sweeping our decks with a most destructive fire of grape-shot and langrage, we being unable to get more than two bow guns to bear on her at any time."

To maintain the inference which I wish to be drawn from what I am about to write, I must incur the imputation of egotism. Lieutenant Forder, who commanded the foremost guns on the main deck when we went into action, had been carried below with a very severe wound in the right breast, and the command of the quarters devolved on me. I manned, remanned, and manned again the only two guns which would bear on the *Astrea*, until my heart sickened at ordering men to the slaughter,—every one having been killed or wounded, including myself among the latter. During the operation above described we had to clear away a disabled gun, and to replace it with an efficient one. In the performance of such duty did I "witness the shocking sight of a gallant and self-devoted crew cut to pieces rather than move their hands to fire one gun to save the credit of their commander"? No, indeed. On the contrary; the cheerful alacrity with which, at my order, they quitted the *comparatively* safe guns to serve where death seemed almost inevitable, excited at the moment (and the impression made under such circumstances upon a young mind is indelible) my warmest admiration and deepest sympathy. Had I felt it to be my duty to order, for the fourth time, the guns to be manned, I have no doubt that the order would have been promptly obeyed; but to have given such an order in that stage of the contest would have been an unjustifiable, becalise an useless, expenditure of the lives of brave men. At this time (3^h 30^m A.M.) we had lost our jib-boom and fore-topmast; our mizen-topmast soon afterwards went by the board. The carnage on board the *Africaine* was now very great. At 3^h 50^m, we could not move a yard, every trace and bow line having been shot away, so that the ship was quite ungovernable. Notwithstanding these disadvantages, and the immense superiority of the enemy,

* As a matter of opinion, I think, had Corbet been on deck, we should have followed up the *Astrea*, and left Commodore Brouët, in the *Iphigenia*, to contemplate the capture of his companion, from the leeward position he had thought fit to take up, especially as the wind shortly after fell so light that he could not have recovered the ground he had given up.

the action was continued with great spirit till five A.M., when all the men, but ten, on the quarter-deck were either killed or wounded, only six guns left manned on the main-deck, where the people were still falling very fast; the captain and master killed; the first lieutenant shot by a musket-ball in the right side, and another ball through his left hand; the second lieutenant shot in the right breast; the first lieutenant of marines wounded in the head, both master's mates and three midshipmen wounded; Lieutenant Horne, commanding the detachment of the 86th regiment, severely wounded; Captain Elliott, of the army, killed; the rigging cut to pieces, the masts in a very tottering state (they all fell a quarter of an hour after we struck), and no hope of the *Boadicea* coming up, a dead calm prevailing. After consulting the remaining officers, who were of opinion with himself that to hold out longer would only be making an unnecessary sacrifice of the surviving brave fellows, Lieutenant Tullidge (whom nothing could induce to leave the deck for a moment, although so dreadfully wounded) most reluctantly ordered the colours to be struck, and the lights to be extinguished.

Commodore Rowley, who had better opportunity than any officer of the *Africaine* to ascertain the number of her killed and wounded, in his official letter of the 21st of September, 1810, reports "that thirty seamen, eleven marines, and six soldiers of the 86th were killed; eighty-three seamen, thirteen marines, and seventeen soldiers of the 86th wounded: total, forty-seven killed, and one hundred and thirteen wounded:" which, if added to the sixteen killed and wounded in the boats on the 11th September, will make a total of killed and wounded amounting to one hundred and seventy-six.

Now, really, Sir, after having participated in an affair in which such persevering exertions were made to maintain the honour of the British flag, it is rather grating to one's feelings to hear it said (on the authority of an officer who has the faculty of rendering nautical details interesting even to our fair countrywomen, with whom sailors are, of all men, most anxious to stand well) that the seamen of the *Africaine* would not move a hand to fire a gun at the enemy, who were showing us so little favour. And, let me ask, what stupidity could have led the Frenchmen to batter to pieces a vessel so as to prevent the chance of their carrying her away as a prize, when they found, either by that vessel's not firing a gun (as asserted by Captain Hall), or by firing without shot (as reported by some who knew about as much of the matter), that they had only to lower their boats to take possession of a fine frigate, in a state, and able, as she had proved in the chase, to outsail the *Boadicea* and both the French frigates? I will, however, proceed to quote the remarks, which I made twelve years ago, with reference to this painful subject.

"A report has been circulated that the men were so disaffected that they would not shot their guns. It is impossible for the most vigilant officer, in a night action particularly, to see that each gun at his quarters is shotted, but that our shot was expended is doubly capable of proof. In the first place, from the number killed and wounded by it on board the enemy's ships, which although not so great as would doubtless have been the case under similar circumstances with a ship's company trained to the use of gunnery after the present wise practice of the navy, was nevertheless severe. The *Astrea* was washing, busily, the blood from her decks, and throwing her dead overboard, without form of prayer or ceremony, as the first boat load of prisoners from the *Africaine* reached her; and the *Iphigenia* being more exposed to our shot, must have suffered much more than her consort. Commodore Bouvet, in his official letter, reports the *Iphigenia*'s loss (his own ship) as nine men killed, and one officer and thirty-two men wounded; and that of the *Astrea* as one man killed, and two wounded." This is pretty well, for powder and wads only!!!* To say nothing of wounded spars, disabled (by our fire) guns, and rigging knocked away.

* According to Hall, "as the *Africaine*'s men would not move a hand to fire a gun," the Frenchmen must have done all this injury to themselves.

In the second place, the great expenditure of our shot in the action with the French frigates is proved by the fact that, on searching the *Africaine*, after she was captured, not more than fifty or sixty round shot could be collected from the lockers below and above deck. For so saying I have the authority of the French boarding-officer, who told me that the search had been made with a view to obtain a supply of shot for the *Iphigenia*, whose guns were English, and of the same calibre as those of the *Africaine*. Our shot would probably have done more execution if the practice of gunnery had been, in 1810, such as it is in the present day.

It has been asked, "Why, with the *Boadicea* in sight, Captain Corbet risked an action with so superior a force, when, by waiting for that ship, he might have insured success?" In answer, I have to observe that the French were making their best way to the Mauritius, steering for it as nearly as the wind would permit; that at one A.M., on the 13th of September, our reckoning placed us within thirty miles of Port Louis; that the influence of the large Island of Madagascar, in obstructing the regular current of the atmosphere, tended to cause variable winds; in fact, it is not uncommon in that situation to see one ship with the wind strong from the S.E., while another, within two or three miles, is becalmed, or has an E.N.E. wind. This variableness had that night been experienced by the *Boadicea* and *Africaine*. Had the enemy held the breeze, and had we been becalmed, so as to have given them the advantage of a very few miles start, the short distance between them and their port might have been run without our getting a shot at them; so that we were forced to stick close to them. At the time the enemy kept away, as before stated, we believed (and our conjecture was afterwards confirmed by themselves) their object was to ascertain whether or not we would engage them single-handed. As an effect of Corbet's efficient discipline, our yards were accurately trimmed for every point we kept away; not so the Frenchmen's. The consequence, of course, was, that we ran farther to leeward than they did, and that when we hauled again to the wind (having been previously to windward of them) we found ourselves close to the *Astrea*. When the action commenced the wind fell, and by thus losing the advantage of our superior sailing, Captain Corbet's plan of keeping up a running fight until the *Boadicea* could come up, was frustrated. Corbet was carried below, with his death wound, ten minutes after the fight begun; and who will pretend to say what steps he would have taken had he kept the deck?

I feel proud of having once served under Corbet's command. His memory will ever be sacred to me, as I am persuaded it also is to those who had an opportunity of justly appreciating his bravery, his coolness, his steady discipline, and those other professional qualifications which entitle him to rank high in the list of naval heroes who have fallen while fighting the battles of their country.

I need not tell you, Sir, that it is to its discipline, rather than to its valour, that the British navy owes its superiority to all other navies. Corbet's system was not confined to positive commands, but involved constant attention to minute arrangements, a proper division of duty, and, in fact, such a system of order as enabled the subordinate authorities promptly to trace to its source whatever evil sprung up amongst us. Habitual alacrity was, certainly, indispensable in all who served under his command.

We, who live in days when the opinion is so prevalent that more is to be effected by kindness than by severity,—when, instead of being obliged to put up with worthless characters sent to sea by order of the magistrates, we have a choice of good men,—when, moreover, the naval administration of the country has established many salutary checks upon the exercise of the power of inflicting punishments by those in command of his Majesty's ships, and when the exigencies of the public service are seldom so great as to demand any uncommon efforts or sacrifices of individual comfort,—we, I say, are scarcely competent to judge fairly and impartially of the conduct

of officers who lived and commanded ships under very dissimilar circumstances. The best prayer I can offer for my country is, that in the event of such another war as that which terminated in 1815, our navy may be as well officered, as well commanded, and as well fought under our new system, as it was under that which produced the "line" of Corbets,—*"the dashing boys who cut out privateers,"*—"the muscular parts of our body nautical,"—"those who help to win such battles as the Nile and Trafalgar."

But, before I close a narrative which I fear both you and your readers may think is already too long, permit me, Sir, to call your attention to the recorded opinion expressed by Sir Josias Rowley of the character of Corbet. Captain Hall is lavish of his praise of Sir J. Rowley, whom he contrasts with Corbet, to the great disadvantage of the latter. No one who has the honour of knowing Sir Josias, will, for a moment, dispute his full title to the eulogy bestowed upon him by the lively author of *"Fragments of Voyages."* Let us, then, cite the words in which Sir J. Rowley announced to the Admiral the death of Corbet. "It is (says he) with deep regret that I have to mention the loss of my gallant friend, Captain Corbet; in him the service has lost one of its *best* officers." Would he, whose system of discipline "had acquired for him in a more than common degree the professional confidence and personal esteem of the people who served under him,"—"whose judicious conduct, in correcting negligence or guilt, won the affection as well as the respect even of those whom it was his duty to chastise,"—I ask, would such a man, when speaking of a professional tyrant, describe him as "one of the *best* officers in the service?" Again, hear what that amiable, mild officer, the late Sir Albemarle Bertie, writes to the Admiralty about him whose conduct, according to Captain Hall, rendered the ships entrusted to his command inefficient on urgent service. The Admiral, reporting the occupation by our troops of St. Paul's, in the Island of Bourbon, on which occasion Corbet commanded the *Néréide*, says—"I cannot forbear to observe to their Lordships that, on the present occasion, the service has been particularly indebted to Captain Corbet, of his Majesty's ship *Néréide*; and on *every* service in which he has been employed he has displayed a zeal, activity, and universal abilities which are the lot of few, and which, when united, must distinguish their possessor."

Another party, who knew Corbet intimately in his private and public character, and who was a good judge of human nature, has expressed his estimate of Corbet's discipline in the following lines:—

- "Strict discipline, its best support to guard
The coward's terror, and the brave's reward
In trying scenes; while manly firmness shown,
Maintain'd the navy's honour and thy own.
Yet if thy rigid arm restrain'd the base,
And doom'd the abandon'd few to just disgrace,
Each British seaman who the name deserved,
And who beneath thy dreaded pendant served,
Will own, though stern control might such offend,
Worth found in thee a patron and a friend;
And o'er thy bier must sigh with grief and pride,
A matchless seaman fell when Corbet died!"

I have been rather more diffuse than I at first intended, but I hope not more so than will be thought necessary to set the action which closed Corbet's career in its fair light before your naval readers.

I can truly say that it is not any vain desire to be deemed a critic, but a love of justice and equity, that induces me to solicit the insertion of the foregoing statement in your interesting and useful work.

I am, Sir, your obedient, humble servant,

JENKIN JONES, Captain R.N.

East Sandfield House, Guildford, Surry,

August 28, 1832.

RECOLLECTIONS OF THE STORMING OF CIUDAD RODRIGO—ON A
COMPARISON WITH RECENT ACCOUNTS.

THE accounts of the storming of Ciudad Rodrigo contained in the "Reminiscences of a Subaltern," and in the "Sketch of the Storming" of that fortress, in your first Number, forcibly recall to my mind the celebrated remark of Sir W. Raleigh, (when a prisoner in the Tower,) on the degree of credit to be attached to what is called history. They have also induced me to furbish up my recollection of the event they describe,—an event to which I also was an eye-witness, and therefore competent to give my version of the business; and to explain some circumstances connected with the attack which were not before sufficiently understood.

Attached to the 77th regiment in the third division, I shared the fortunes of that corps on the night of the 19th of January, 1812. We marched on the morning of that day from our quarters at Guard-a-Pero, to take our turn in the trenches. It was somewhat ominous of hard knocks, that the division which we were to relieve did not return as usual to quarters for the enjoyment of its customary two days' rest, but halted in the neighbourhood. M'Kinnon's brigade went into the trenches on our arrival at our ground, and we (Campbell's) in the absence of Colville, lounged away the day by our fires, gravely or gaily moralizing, or joking, or chewing the cud of sweet or bitter fancy as suited the anticipations of each individual, for certain symptoms plainly indicated that the assault would take place that night.

It was six o'clock—the firing on both sides had slackened, but not ceased—their instructions had been for some time in the possession of our chiefs, who were all bustle and mystery; soon the 5th and 77th were ordered to fall in, and we proceeded some distance to the extreme right of the ground occupied by the division, where we halted; and whilst the men hammered at their flints, and made the customary preparations for business, the order was communicated to us.

"The 5th regiment will attack the entrance of the ditch at the junction of the counterscarp with the main wall of the place. Major Sturgeon will show them the point of attack. They must issue from the right of the Convent of Santa Cruz. They must have twelve axes, in order to cut down the gate by which the ditch is entered at the junction of the counterscarp with the body of the place. The 5th regiment is likewise to have twelve scaling ladders, twenty-five feet long; and immediately on entering the ditch, are to scale the *Fausse Braye*, in order to clear it of the enemy's parties, on their left, towards the principal breach. It will throw over any guns it may meet with, and will proceed along the *Fausse Braye* to the breach in the *Fausse Braye*, where it will wait until Major-General M'Kinnon's column has passed on to the main attack, when it will follow in its rear.

"This regiment will make its attack at ten minutes before seven o'clock. The 77th regiment will be in reserve on the right of the Convent of Santa Cruz."

We of the 77th looked somewhat blank at the idea of remaining in reserve; and our Colonel, a regular fire-eater, issued his directions with a grim countenance, and a voice fierce from disappointment. Rest your souls in peace, brave Ridge and gallant Dunkin,—though peace was little to your tastes in life,—finer fellows never cheered men to an assault; but Dunkin wanted that moderation and discretion which tempered Ridge's bravery. They alone ordered the colours to

accompany their regiment—a rash act, considering that our united numbers little exceeded three hundred firelocks, and one that might have much embarrassed us in the work we had in hand: it was Dunkin's proposal. Whilst waiting in the gloom, somewhat impatiently, for the return of the men sent for the ladders, and for Major Sturgeon's appearance, we mingled in groups of officers, conversing and laughing together with that callous thoughtlessness which distinguishes the old campaigner. I well remember how poor M'Dougall of the 5th, recently joined from the Staff, was quizzed about his dandy moustaches. When next I saw him, in a few short hours, he was a lifeless and a naked corpse. Suddenly a horseman galloped heavily, but hastily towards us—it was Picton. He made a brief and inspiring appeal to us: said he knew the 5th were men whom a severe fire would not daunt, and that he reposed equal confidence in the 77th. A few kind words to our Commander, and he bade us God speed—pounding the sides of his hog-maned cob as he trotted off in a different direction.

Major Sturgeon and the ladders having arrived, we again moved off about half before seven. The night was, if any thing, dark, the stars lending but sufficient light to enable us to find our way; and where the ground permitted it, to trace the dim outline of the fortress. I do not recollect that the moon shone out during the attack. We were enjoined to observe the strictest silence: a neglect of this order occasioned great confusion and the loss of many lives, as will be seen in the course of my narrative. It was a time of thrilling excitement as we wound our way by the right; at first preserving the distance of eleven or twelve hundred yards from the town, then bending in towards the convent of Santa Cruz and the river, and gradually narrowing the space betwixt us and the fortifications. The awful stillness of the hour was unbroken, save by the soft measured tread of our little columns as we passed over the green turf, or by the occasional report of a cannon from the walls, and the rush and miss of its ball as it flew past us, or striking short, bounded from the earth over our heads, receiving our most respectful, though involuntary salaams. I have before said, that the firing had slackened, but not ceased; every two or three minutes a shot was fired at some suspicious quarter, and that by which we were moving seemed to be honoured by their peculiar attention. We had accomplished, perhaps, half our way, when a loose firing of musketry was opened from the ramparts, utterly aimless, and apparently intended as a hint that we should not catch the garrison napping; yet they subsequently acknowledged that they never contemplated the assault being made that night. Though unseen, we were quite within reach of their fire, and escaped surprisingly; yet I can distinctly remember the sharp crashing sound of a bullet, which, striking a steady old serjeant, (within a pace or two of me,) in the centre of the forehead, pierced his brain, dashing him on his back. Two or three men went back wounded.

We had approached the convent, and whilst passing under its walls, we found there the light company of the 94th, awaiting the hour of seven, when they were to commence a brisk fire against the ramparts from the glacis, to distract the attention of the enemy. After exchanging greetings with our old friends, Bogle and Griffiths, the latter gravely promising me Christian burial the next morning; we pushed on right forward to the walls, which now loomed high and near. I will not un-

dertake to explain the circumstances or misconception which caused us (the 77th) to proceed, instead of halting at the convent according to the original plan; but I imagine there must have been some new directions communicated by Sturgeon, who led us to our point of attack, and then quitted us for the purpose of guiding some other party.

We reached the low glacis, through which we discovered a pass into the ditch, somewhat resembling a wide embrazure, heavily palisadoed, with a gate in the centre. I describe matters, not technically, but exactly according to the impressions they made at the moment, and which are still fresh in my recollection. Through the palisadoes were visible the dark and lofty old Moorish walls, whilst high over our heads was the great keep or citadel, a massive square tower, which, as it was relieved against the sky, seemed like a giant frowning on the scene. We still were undiscovered, though we could distinguish the arms of the men on the ramparts, as they were levelled and fired from the parapets, in idle bluster, the balls whistling over us. Eagerly, though silently, we all pressed towards the palisadoes as the men with hatchets began to cut away through them; the sound of the blows would not, I do think, have been heard by the enemy, who were occupied by their own noises, had it not been for the enthusiasm so characteristic of his country, which induced a newly joined ensign, fresh from the wilds of Kerry, to utter a tremendous war-whoop as he saw the first paling fall before our efforts. The cheer was immediately taken up by the men, and as we instantly got convincing proofs that we were discovered by our friends on the walls, (who began to pepper us soundly,) we all rushed through the opening, the two regiments mingled together. We were in the ditch heavily fired on from rampart and tower with musketry, but I do not recollect that they had any cannon bearing on us there; however they tossed down lighted shells, and hand-grenades innumerable, which spun about fizzing and hissing amongst our feet. Some smashed men's heads in their descent, whilst others, exploding on the ground, tossed unlucky wretches in the air, tearing them asunder. I have seldom passed three or four minutes less comfortably; I think that time was consumed in bringing in and fixing the ladders against a wall to our left about twenty-five feet high, which I understood to be the extremity of the *fausse braye*. We crowded towards the ladders, and in good sooth there was little to praise in our eagerness to get out of our trap, helpless and exposed as we were.

Amongst the first to mount was the gallant chieftain of the 5th, but the love they bore him caused so many of his soldiers to follow on the same ladder, that it broke in two, and they all fell, many being hurt by the bayonets of their comrades round the foot of the ladder. Ridge's ankle was sprained, but it did not prevent his pursuing his career that night. I was not one of the last in ascending, and on raising my head to the level of the top of the wall, I beheld some of our fellows demolishing a picquet which had been stationed at that spot and had stood on the defensive; they had a good fire of word wherewith to cheer themselves, round which, on revisiting the place in the morning, I saw their dead bodies stript, strangely mingled with wounded English officers and men, who had passed the night before the fire patiently awaiting the means of removal, the fortune of war having made them acquainted with strange bedfellows. A few of the picquet, who fled along the ditch, bore with them an officer of the 5th, taking him into the town through

a sally port in the wall. He was led to the house of the governor, who questioned him as to the assault, the reality of which he seemed to doubt, and on departing for the breach he took the officer's parole to remain in the house. Being thus excluded from participation in the action, he amused himself in reconnoitring the premises, and repaid himself for his confinement by securing the governor's splendid case of pistols—a fair booty. Our ascent of the ladders placed us in the *fausse braye*, a broad deep ditch in which we were for the moment free from danger. When about one hundred and fifty men had mounted (after the little interlude with the picquet) we moved forward at a rapid pace along the ditch, or *fausse braye*, cowering in close to the wall, whilst over our heads we heard the shouts and cries of alarm and preparation. Our course was soon arrested by the massive fragments and crumbling ruins of the main breach, extending half across the ditch. Here then should have ceased the operations of our little band, according to the letter of the order, and here also ought my narrative to conclude, all that followed having been, so repeatedly described by able pens. But I write for my own amusement, and as an exercise of memory, and therefore shall continue my description.

The situation in which we now were placed was one of extreme danger and embarrassment; instead of falling into the rear of a column supposed to have already carried the breach, we stood alone at its base exposed to a tremendous fire of grape and musketry from its defences, whilst we were in danger of being assaulted in the rear by a sortie through the sally-port in the ditch already mentioned. For a minute we seemed destined to be sacrificed to some mistake as to the hour of attack, but suddenly we heard a cheer from a body of men who, crowning the summit of the counterscarp, flung down bags filled with heather to break their fall, and leaped on them into the ditch; it was the old Scotch Brigade, which, like us, having been intended as a support, was true to its time, and was consequently placed in the same predicament with ourselves. On the appearance of the 94th, the fire of the garrison was redoubled, and after a moment's consultation between the seniors, it was decided to be better to die like men on the breach than like dogs in the ditch, and instantly with a wild hurra all sprung upwards, absolutely eating fire. I think the breach must have been seventy or eighty feet wide; the 94th took it on the right, we on the left extremity as you look to the country, and I affirm, it would have been a work of no small labour, to have achieved the ascent under any circumstances, consisting as it did of a nearly perpendicular mass of loose rubbish, in which it was extremely difficult to obtain a footing.

As our serious intentions were now evident to them, the enemy developed and employed their entire means of defence; two guns pointed downwards from the flanks, and had time to fire several rounds of grape, working fearful destruction, particularly in the 94th. On the margin of the breach were ranged a quantity of shells, which were lighted and rolled down amongst us, acting rather as a stimulus to push up and avoid their explosion; the top of the breach was defended by a strong body of the garrison, who maintained a heavy fire of musketry, and showed for some time an undaunted countenance. Hand-grenades and fireballs were not wanting, nor yet the agreeable accompaniment of a heavy fire from a distant

flanking demi-bastion, which bore on the foot of the breach and crest of the glacis where the 45th and 88th, who were just arriving in time to do good service, suffered very severely by it. As we struggled up, the resistance, though not perhaps as determined as it might have been, was still sufficiently formidable to have daunted the bravest. However, with all its defects, a night attack has the advantage of concealing from the view much of danger and of difficulty, that if seen might shake the nerves. But there was no time then for hesitation, no choice for the timid; the front ranks were forced onwards by the pressure from the rear, and as men fell wounded on the breach, there they found their (living) grave, being trodden into and covered by the shifting rubbish displaced by the feet of their comrades. Some few more lucky, when wounded, rolled down the slope into the ditch, where they called in vain for that assistance which could not then be afforded them; and they added by their outcries to the wildness of the scene. Such a struggle could not be of long duration, and the efforts of our men, reinforced as we were by the two last named regiments, were in a few minutes crowned with success; the enemy's resistance slackened, and they suddenly fled from before us, escaping to right and left by boards laid across cuts through the terre-pleine, by which cuts the breach was isolated; the boards they left behind in their panic.

It was now seven o'clock, the breach was carried, and the town virtually ours. A voice was heard to shout above the uproar, "They run, they run!" All crowded on the summit of the breach, and some spoke of forming the men on the rampart; but on that spot there was no safety, for we had scarcely attained it, when a deadly fire was opened on us from a breastwork about twenty yards distant and beneath, formed from the ruins of some houses, of loose stones, and lined with men. Many of our people threw themselves on their faces, and in that position returned the fire with good effect, as I observed, on the following morning, more than forty of the garrison lying dead behind the breastwork, shot through their heads,—the only part of them, exposed to our fire.

One portion of our fellows, led by General M'Kinnon, proceeded to the left along the rampart, and turned the right flank of the breast-work (which was appuyé against the wall), and there firing on them, dispersed the enemy. About that time, the expense magazine blew up on the rampart, destroying the general and many with him, as well as such of the garrison as were at that end of the breastwork; behind which I saw the next day a number of blackened and mutilated corpses, hideous and shapeless, friends and foes, mingled in one common destruction. I distinctly remember the moment of the explosion, and the short pause it occasioned in our proceedings,—a pause that enabled us to distinguish the noise of the attack still going forward in the direction of the little breach.

I accompanied a party which pushed across a board to our right, for the purpose of clearing the rampart (on that side) of the enemy, who still fired on us, but fled on the first demonstration of attack. Then it was that a gigantic young Irish volunteer, attached to our regiment, was said to have uttered that exclamation of surprise at the facility with which he could deprive a human being of life, that became celebrated afterwards throughout the division. Observing a gallant artilleryman still lingering near his gun, he dashed at him with bayonet fixed and at the charge. The man stepped backwards, facing his foe, but, his foot

slipping, he fell against the gun, and in a moment the young fellow's bayonet was through his heart: the yell with which he gave up the ghost so terrified B—— that he started back, the implement of death in his hands, and, apostrophizing it, was heard to say, "Holy Moses! how easy you went into him!" As the first taste of blood rouses the latent fierceness of the tiger's whelp, so this event seemed to have altered B——'s nature, and doubtless led to his subsequent misfortunes and premature death.

No enemy being now visible on the ramparts, and the men who lined the breast-work having fled, we advanced in pursuit, dropping from the wall into the town. At first we were among ruins; but having extricated ourselves from them, we made our way into a large street leading nearly in a straight line from the principal breach to the plaza or square: up this street we fought our way, the enemy slowly retiring before us. At about half the length of the street was a large open space on our left hand, where was deposited the immense battering train of "the army of Portugal," and its matériel. Amongst this crowd of carriages, a number of men ensconced themselves, firing on us as we passed, and it required no small exertion on our part to dislodge them. Such of them as were caught suffered for their temerity. In the meantime, those of the enemy a-head of us were lost to sight, having entered the square; for which place we pushed on with as many men as we could lay hands on, formed, without distinction of regiments, into two or three platoons; for the great proportion of those who had started with us had gradually sneaked off into the bye-streets for the purpose of plundering, which business was already going on merrily. As we reached the head of the street (which entered the square at one angle), and wheeled to the left into the open space, we received a shattering volley from the enemy, which quickly spoiled our array. They were drawn up in force in the square and under the colonnade of the cathedral, and we were for the moment checked by their fire, which we returned from the head of the street, waiting for a reinforcement. At length, when we were meditating a dash at the fellows, we heard a fire opened from another quarter, which seemed to strike them with a panic, for on our giving a cheer and moving forward, they to a man threw away their arms as if by word of command, and disappeared in the gloom like magic. It was the light division who entered the square by a street leading from the little breach, and their opportune arrival had frightened the game which we had brought to bay, leaving the pavement of the square covered with arms and accoutrements. Resistance had ceased, and the town was captured. The subsequent transactions of that night, the sack of the town, destruction of a part by fire, and other circumstances, have been frequently and sufficiently described by abler pens than mine. It is enough for me to relate such part of the proceedings connected with the actual fighting as I was an eye-witness to.

On reading the official account of the capture of Ciudad Rodrigo, we were all greatly chagrined to find that no mention had been made of the share which the 77th had in the business, although praise was bestowed in general terms on Colonel Dunkin, who commanded us in the absence of Colonel Bromhead (who had gone home on leave, after having reaped a full harvest of glory by his gallantry and self-possession at El Bodon). A respectful and explanatory letter was written to Lord Wellington, forwarded, I think, by Picton; the answer to which ex-

pressed his lordship's regret at not having been aware of all the circumstances at the time the despatch was hastily written; that, in the plan of attack, it was not intended the 77th should have been employed in it, unless in case of necessity, and it was not until after his despatch had been sent off, that he was apprised of their having been so actively engaged. He then expressed his sense of their gallantry and good conduct, doing the regiment full justice. Such was the purport, if not the actual words of, Lord Wellington's reply.

On recalling to mind the proceedings of that night, I feel satisfied myself, (and I think I shall be supported by the survivors of the third division,) that the 5th, 77th, and 94th were in the main breach before the light division had proceeded to assault the lesser one; and I have no hesitation in asserting that it was the prior success at the main breach of the five regiments employed there, which shook the defenders of the little one, and caused them to yield it so easy a conquest to the light division, and to seek their safety in flight. In plainer terms, I mean to say—differing, with all courtesy, from the statement of the author of the account of the capture published in your first number,—that the light division was indebted to the third division for the ease with which it succeeded at its point of attack, and not the reverse, as is more than insinuated by that writer. As to our being in a trap on the top of the breach, it is (with respect be it spoken) fudge. The breach was not cut off by traverses, but by deep ditches, over which the boards of communication were left by the enemy in their hasty flight. I think the timely escalade of the 83d and O'Toole's Portuguese must have hastened the success of the operations of the night.

I repeat it, that no one can be more sensible than I am of the zeal, discipline, and good humour with which the light division performed the troublesome duties imposed on them; but that their merits surpassed those of their brothers in arms to the degree claimed by them, and apparently conceded by their superiors, I deny. The system of puffing histories and memoirs of the feats of the light division can only be equalled by the similar quackeries practised by the injudicious friends of the Highland regiments after Waterloo, turning the really brilliant actions of those gallant corps into burlesque and ridicule.

It will be considered, I am sure, most startling and heretical to question for a moment the superiority of the light division over the rest of the Peninsular army. I may fail in convincing others, but I am myself aware that, at Rodrigo, the merit must be divided (and in no equal portions) with the third division. I remember that, at Badajos, when they failed, the third division, by taking the castle, gained the town; that, at Sabugal, when in a most awkward scrape, we rescued them; and where, in their whole career, can they produce one instance to equal in splendour the conduct of the 5th and 77th at El Bodon?—and yet those two regiments were not even permitted to record that event by inscribing the word upon their colours!

The disadvantages of relying solely upon two or three regiments for the performance of the outpost duties and skirmishing are obvious, and are, I trust, about to be remedied. The instruction and practice of light infantry evolutions are now insisted on throughout the army,—let us hope with the view of enabling every regiment to take the advance when necessary, and to perform all those light duties in the field which have hitherto been entrusted to a few favoured corps.—C. J. T. S.

THREE DAYS AT ELBA.

"On écrit trop ; je voudrais moins de livres et plus de bons saps."

Maximes et Pensées du Prisonnier de St. Héloise.

HAVING been joined by my two friends H—— and S——, in our accustomed ride in the Cascine, at Florence, the conversation turned on the present dulness of that fair city, in which the season of gaiety had just closed. It was suggested by one of the party, and agreed to unanimously, that we should beguile the time by visiting Elba. Our intention of departing on the following morning was very nearly frustrated, by not one of the party recollecting those necessary evils, passports ; however, we did procure them sufficiently early to start for Leghorn, where we arrived, after as rapid a journey as even our English impatience could demand, and took up our abode in the Hotel de Londres. Our first care was to summon mine host, and make known to him our intention of visiting Elba, in order that he might make a bargain with the captain of a felucca, disposed to risk himself and vessel with a cargo of heretics. Such a courageous mariner was soon found, and he agreed to land us at Porto Ferrajo (the capital of Elba) for the sum of ten pauls each. Having arranged with the captain to sail at whatever hour he chose on the following morning, we proceeded to view the mercantile city of Leghorn, and shortly found ourselves outside the gates, on the Pisa side of the country ; where catching a glimpse of sands and sea, we hurried down to the shore, to inhale the fresh breeze from the Mediterranean. Having been warned off the quarantine ground, we reached a sort of artificial breakwater, from whence we had a beautiful view of Elba, Corsica, Capraia, Gorgona, &c. &c., all of which obtained a place in H——'s



View of Elba.—The ~ marking the situation of Napoleon's Residence.

sketch-book, after which we returned to our hotel. The next morning every flag in the harbour proclaimed a fair wind for Elba ; when what was our astonishment, on receiving a message from the captain saying he would not sail. We began to be seriously alarmed lest our Lady of

Monte Nero, who is all-powerful at Leghorn, had appeared to him in a dream and forbid his fulfilling his agreement, as he appeared thus unaccountably bent upon disappointing us. However, "La Bella Rosa" not being the only felucca alongside the quay, we set out ourselves in search of another; thereby inducing him to say he would sail with us instantly if we wished it. Accordingly we all hurried on board; but alas! by this time the wind had followed old Pietro's example and changed its mind; it was now right in our teeth: which, with the tremendously heavy swell occasioned by the settling of the sea, after a violent storm the day before, bid fair to place some of our party speedily *hors de combat*; and my companions eagerly availed themselves of the offer of two mattresses, which the cook civilly proposed fetching on deck for their accommodation,—and two more cadaverous-looking wretches than they represented I certainly never beheld: however, they pronounced themselves less miserable when extended on their beds, though H—— was convinced his was stuffed with ropes-ends. There were two other passengers besides ourselves, Jews; though their object in visiting Elba I never could learn. We first stood straight across to the little island of Gorgona, whose shores are renowned for an anchovy fishery, the best in the Mediterranean, and thence back to the mainland, where the numerous white villages shone cheerfully in the last rays of the setting sun. The islands of Corsica, Capraia, Gorgona, Elba and the promontory of Piombino, were fast sinking in the haze of evening; and when nothing more was visible to the eye, I also retired to repose, enveloped in an old sail, which I found quite as soft and freer from *inhabitants* than H—— and S—— did their mattresses. Not long after sunset, however, a brisk breeze sprung up fortunately in our favour, which impelled our light bark merrily forward, so that we anchored under the office of health of Porto Ferrajo at half past two in the morning; being fourteen hours, instead of six, the usual passage with a fair wind. The beams of a brilliant moon illuminated the fortifications of the town, apparently in mockery of the dim light emitted by a few farthing candles glimmering in the lighthouse, a small tower built on the cliff, and opposite a single rock at some distance from the shore, which our captain said was often nearly fatal to light vessels. As day dawned we observed the town was built upon a tongue of rocky land, which with the aid of the extremely strong fortifications it entirely covers. On the summit of the rock, and to all appearance rising from the middle of the town, stood the house Napoleon resided in during the winter of his eighteen months' residence. The captain was giving us a very animated description of the vast benefits derived by the inhabitants of the island, during the sejour of this mighty man, from whence he digressed to inform us Porto Ferrajo and its immediate environs belonged to Tuscany, when the rest of the island appertained to the principality of Piombino (from whence it is distant seventeen miles): it was subsequently in the power of the English, to whom it was ceded by the French, but now all belongs to Tuscany; and he probably would have proceeded to expatiate upon the beauty of the iron ore found in its mountains, when a summons from the sanitary office effectually put a stop to his discourse; and leaving the myriads of fire-flies which flitted around us in undisputed possession of our felucca, we presented ourselves before the man in office, who strictly examined the bill of health,

and our passports, and made due entry of our personal appearance in a huge book kept for that purpose. Of the correctness of the said description some idea may be formed, when I say that S— figured on its pages as tall, stout, with black hair and eyes. In the first place he never was guilty of being stout in his life ; nay, such a horror had he of any such direful calamity befalling him, that I am convinced vinegar and sponge would have been his diet, sooner than risk a plait even in the otherwise loose fit of a shooting-jacket : then for his countenance, (I do not fear his anger, as he perused the original,) a pair of bright pink cheeks were surmounted by a profusion of curling flaxen ringlets, from under which appeared two small blue eyes. Now how could he possibly be described in so totally and absurdly opposite a manner, by this guardian of health of Porto Ferrajo ! However, there is this excuse for the poor man : he was probably not awake, it being little after five o'clock in the morning ; and with this charitable conclusion I will leave him, and proceed to the town, which we entered by the port gate, and walking up a short street, found ourselves in a large square, and at the door of l'Hotel des Quatre Nations, where we procured tolerably comfortable quarters.

The duties of the toilet being concluded, and a hearty breakfast having considerably renovated our spirits, with the true national hurry of the English nation, we determined upon instantly proceeding to visit the iron mines, exactly as if we had been limited to a few hours' stay in the island, when days, weeks, or months were equally at our disposal. However, this was not thought of,—the very idea of losing even an hour being insupportable. So having obtained as much intelligence as we could, from the landlord, of the path we were to follow, we started, and in direct opposition to that worthy man's advice ; for he proposed our going in a boat to the small hamlet of St. Giovanni, situated on the other side of the deep bay, but as we had all had quite enough of the water, we infinitely preferred proceeding on foot ; and I may say, in extenuation of our obstinacy, we were deceived in the distance, which appeared much shorter than it eventually proved. But as we never repeated this walk, it was a fortunate opportunity for viewing the town,—in which, however, there was little enough to see ; merely one long paved street on a steep ascent, which led to a strong covered part of the fortifications, through which we passed, and also by three more forts, one close to the water, and two on heights : one of them was built by Napoleon, and called St. Cloud, the other by the English, as its name imports. Outside the walls our path led us past numerous salt pans, with which great pains are taken, the produce forming a considerable article of commerce from Porto Ferrajo, which is the capital of the island. Buonaparte's country-house, next claimed our attention : it was situated some distance off, agreeably placed half-way up a small mountain, appearing like a better sort of farmer's house, or parsonage, in England, two stories in height, with six narrow windows on each floor, ornamented with bright red shutters ; equally bright-coloured red tiles formed the roof, and the walls of this imperial residence were whitewashed. It appeared to stand on a terrace, with vines above and below it, and a small detached adjacent building, the only one we could see, we were informed was the theatre. We did not visit it, as it required an order from the governor, who was absent. We finally reached St. Giovanni ; and at one of its straggling

houses procured a civil countryman to officiate in the important office of cicerone, during our wanderings over the island. While Giuseppe, therefore, was engaged in searching for ponies to convey us to the mines, we entered into conversation with a tidy-looking old woman, who seemed greatly to lament the Emperor Napoleon, saying the good he did it was impossible to describe. One of his chief works was making excellent roads in many parts of the before impassable mountains; and many that he began were still in their unfinished state, the work being discontinued, when he abandoned this rural retreat. The old lady also informed us, the little village of St. Giovanni possessed the best spring of water in the island, from which the rich inhabitants of Porto Ferrajo are supplied, the town depending upon what is collected in tanks, and is often extremely ill furnished.

Our guide soon made his appearance, accompanied by three shaggy animals, not unlike good-sized Highland shelties. Accordingly each person mounted his respective steed, and wishing our new acquaintance good morning, we continued our journey to the iron mines, which are situated near the village of Rio, at the western end of the island, and from whence we were still six miles distant. The road, chiefly made by order of Napoleon, (who, most fortunately for the Continent in general, seems to have had quite a road-making mania,) was for the most part excellent, though considerably longer than the old path, which we once or twice pursued to shorten the way, and a more execrable specimen of what their roads formerly were in this country, I certainly never saw, though small parts which lay close on the sea-shore wore a pleasing variety to the eye. The whole island consists entirely of mountains; at least the only plain of any size is that of Campo, which is estimated as containing nearly one square mile. The highest summits are at the eastern and western ends, especially the former, where Monte Capanne, La Montagna, and Monte Giove, rise proudly above the rest of their chain.

The island is sixty miles in circumference, and scarcely in any part exceeds three in width*; the narrowest point is from Porto Ferrajo to Porto Longone, which is the second town in point of size and strength. The whole coast forms a beautiful and varied succession of deep bays, guarded by rugged headlands, which, viewed from a height, present a very singular appearance, but particularly pleasing to the eye of an admirer of diversified scenery. Of this we had an opportunity of judging, as we slowly ascended a long, steep hill, on the craggy pinnacle of which stands a castle, used in civil wars as a fortress, and during foreign hostilities as a look-out post. Had Mrs. Radcliffe conveyed one of her distressed and persecuted heroines within the precincts of this mountain fastness, I think even her ingenuity would have been sorely taxed to have effected the fair (for all heroines are fair as a matter of course) maiden's release; though this, once contrived, she would doubtless have enjoyed the vestiges of cultivation of corn and vines, which we had observed while passing a few narrow strips of land called by the dignified name of valleys. The generality of the land appeared to us very poor, and no timber, but a profusion of the most luxuriant evergreens I had ever observed in any country, rich in the varied bloom of the merry

* All this information was given by Giuseppe; and though also confirmed by others may not be correct.

month of May. Amongst them we remarked the bay-laurel, (*laurustina phillirea*), a few cork trees, many brooms of peculiar beauty and fragrance, the rose and white cistus, a perfect weed—the smaller yellow one, with a dark eye, less common; the annual stock, white lily, stars of Bethlem, and many white squills; light and dark coloured campanulas, the bee orchis, and a curious dark red one, with several others; blue, pink, and yellow vetches, white roses, honeysuckles, numerous heaths, a yellow shepherd's weather-glass or pimpernel, everlasting peas, yellow jessamine, and immense aloes,—which, with the prickly pear, conclude my list. Of the botanical names of these plants I am totally ignorant; but their English titles, though more plebeian, will serve to convey some slight idea of how beautifully each side of the road was enamelled. What a treasure a few acres, transported exactly as they now stood, would be considered in England,—could they be deposited, *tale quale*, in the middle of Lee and Kennedy's garden, for example, duly ticketed as a specimen from Elba! I think, had the Geneva gentleman ever visited Elba, who said that travelling was “*Toujours la même chose, toutes les villes sont les mêmes; vous avez des maisons à droite, et des maisons à gauche, et la rue au milieu—c'est toujours la même chose*,” at least he would have found something different here to attract his attention.

Napoleon had endeavoured to turn the aloe to some account, thinking the long silky fibres which are contained in the leaves of this plant might be used as a substitute for real silk, and accordingly caused a sufficient quantity to be gathered as would be requisite to make a pair of stockings; but the plan was attended with so much cost, labour, and difficulty, that he consented to abandon it, as no real benefit would have been derived from its continuation. The case must have been indeed hopeless for *him* to discontinue any fancy he had once adopted. Had this great man caused all the prickly pears to be eradicated from the island, it would have spared poor S—— very great suffering; for, with much laudable curiosity, he climbed up a bank on which this treacherous plant was growing, and, wishing to examine the fruit, seized one in his hand, when thousands of almost imperceptible spines (which grow in small tufts upon the fruit) instantly pierced his flesh, in spite of thick gloves. His knees, also, had come in contact with the same weapons, and were equal sufferers; and it is almost incredible what excessive pain these diminutive wounds gave our ill-fated countryman;—neither did they heal until having duly gone through all the process of inflammation, festering, &c. &c. Our guide, Giuseppe, told us they were all particularly careful, when working in the fields, never to come in contact with this plant, its fatal effects being too well known, of which he had not failed to warn S——. The Elbanese, however, encourage the growth of the prickly pear, as no cattle will attempt to force a passage where it is planted (and very wisely do they desist, in S——'s opinion), therefore it is chiefly on the banks of their little enclosures where it is in the greatest luxuriance. Our road still continued ascending, commanding magnificent views of the sea. From one spot we remarked the two islands of Palmajola and Corboli, with picturesque towers upon each—rendered more conspicuous by their white chalk cliffs, rising from the bosom of the deep blue ocean, on whose unruffled waters lightly skimmed innumerable feluccas, their graceful sails gently filled

by a soft and refreshing breeze. The town of Piombino (which gives its name to a principality) was plainly to be discerned, which, with the distant blue coast of the mainland, stretching in various forms as far as the eye could reach, formed a fine picture. The red soil of the iron mine now first appeared in sight, while above stood the ruins of a castle, situated, like the first one we had seen, on the summit of the mountain, and having in former times served for the same purposes; below us was the village of Rio, to which our road led; and beyond it again the marina of the same, close, as its name indicated, to the sea. It is a particularity in this island to have a town and a marina of the same name within a mile or two of each other—as Rio and the Marina di Rio, Porto Longone and the Marina, &c. &c.—so that a stranger, who flatters himself he has arrived, finds he has a mile or two farther to travel, which, provided he was very hungry, like ourselves, would not much enhance the pleasure of his excursion.

At the village of Rio (as there was nothing to induce our honouring its marina with a visit), we procured some bread and cheese, and very good sweet wine of the country; and, after feeding our cavalry, continued our ride up the steep and long ascent to the mine, which we finally reached just as the two hundred and nine men and sixty donkeys had finished their day's work. This number are always in employment, and the quantity of ore they procure exceeds all belief,—the whole ground was covered with it, sparkling like diamonds, and reminding one most forcibly of the fairy tales or Arabian Nights. In quality it is highly esteemed, and I believe it is considered unique in the production of beautiful crystallizations, both of iron, and some transparent like the Alpine crystals,—no mine in the world possessing such varieties of colours and shapes*. All the best specimens are sent to the different cabinets of Europe; but we were enabled to purchase for a trifle many, that to our imagination appeared one more beautiful than another, besides filling our pockets as we walked along, the last piece being generally considered even a better specimen than what we had picked up a minute or two previous.

The ore is blown by gunpowder, and can scarcely be said to be covered in stone; and is then exported in its raw state from the Marina di Rio. The mine was at this time let to a company, consisting of an Englishman, an Italian, and a Frenchman,—the Grand Duke (of Tuscany) reserving a fifth share for himself; but, although we inquired, no person could tell us the annual rent which was paid for it, none of the principals being on the spot. The miners appeared extremely civil, bowing to us as they passed, and wishing us a pleasant ride. Their dress was a complete suit of red, become so—from whatever colour it may have previously represented—by working the ore, which is embedded in this coloured earth. The soil round the mine is also of this deep red, and in some places approaches to clay, excepting in one spot, where it is quite white, and a mixture of sand and marl. There is a round pavilion erected here, where Napoléon sometimes breakfasted; but this was less interesting to us than the large magazine where they keep the ore, and which was an excavation made by the Romans, though it had only been discovered five and thirty years ago.

*. Tourmaline and epidotte are also found, but we could not procure any.

Having duly satisfied our curiosity, and filled our pockets as full as they could possibly hold with mineralogical specimens, which certainly were no trifling weight, we once more mounted our steeds in order to return to St. Giovanni, which we did partly by the same road and partly by a new path, where we added to our collection of valuables some pieces of ribbon-stone of extremely fine quality, large rocks of which abound. Our cicerone appeared highly delighted on witnessing our eagerness to procure specimens. He told us the fishermen often picked up very curious stones and pebbles on the beach, but very few shells, and no coral.

- Ere reaching St. Giovanni we proceeded found a small promontory, where, in a fine situation commanding the sea, are the remains of an old Roman town, now called by the peasantry the Grottoes. They merely consisted of some reticulated work, and several arched rooms, which latter gave rise to their present name, and Giuseppe said he believed them to be the only Roman ruins on the island. At the hamlet we left our guide and horses, with directions to be in readiness to attend us on the following morning; and having procured a fishing-boat and two sturdy rowers, we traversed the bay, in no slight alarm lest the gates of the town might be closed, which they are at nine o'clock every evening, after which no person can enter without an express order from the Governor. However, St. Anthony, to whose special care Giuseppe had intrusted us, stood our friend, and we landed just in time to make good our entry, and found our host in readiness with a very eatable supper.

Amongst other pieces of information he gave us, was the intelligence that not very long before our visit a discovery had been made of an intended revolution on the part of the Albanese, to declare themselves an independent republic on the principle of the Spanish constitution. The intention was to murder the governor, and set all the galley-slaves at liberty, to which proceeding all the troops were favourable. Fortunately, however, the very evening previous to the projected execution of the plot, a friend of one of the soldiers, who was himself a private in another regiment, and brother to a waiter at a restaurateur's in Leghorn, arrived at Porto Ferrajo, and proceeding to visit his acquaintance, was soon told by him of the whole scheme; this man little doubting but his friend would gladly join in their rebellion. In this, however, when too late, he found himself cruelly mistaken, for his visitor proceeded instantly to the governor, where giving a full account of the intended tragedy, the authorities were enabled to put a stop to it. The officers with their respective regiments were immediately sent into quarters at Grossetto, where it is computed no one survives more than three years, the air being so dreadfully pestiferous,—worse by far than any part of the Pontine Marshes. It is about thirty miles distant from Piombino, where the malaria is also so fatal: a person born there seldom reaches the age of thirty-five years. On our inquiring what reward had been given the soldier who had thus proved the means of saving the governor's life, and probably that of many of the town's people, the landlord said that he had been immediately raised from the ranks, and made an officer.

(To be continued.)

RAMBLES FROM GIBRALTAR.—BY AN OFFICER OF THE GARRISON.

No. 1.

THE GRANADA SMUGGLER.

ON the morning of the 22d of April, 1830, a brother officer and myself passed out of the Land-port Gate of Gibraltar, with the intention of occupying a three weeks' leave of absence in an excursion into the neighbouring country. We were mounted on our own horses—two very serviceable long-tailed Andalusian nags: a hired mule, carrying our guide and baggage, accompanied us. A peep at the Alhambra at Granada was our main object. The road thither from Gibraltar has been often described—it is perhaps the most wild and picturesque in Europe. We travelled slowly and leisurely, sometimes passing the night at a rude *venta* by the road-side, and at others finding accommodation in tolerable inns, as at the *Fonda de los tres Reyes* (the Three Kings) in Malaga, and *La Corona* (the Crown) at Alhama. In the afternoon of the 19th, we were in full view of that magnificent range of mountains the *Sierra Nevada*, and approaching Granada. We had performed a long journey on that day, and were looking forward with some desire to its termination, when we overtook a single horseman, apparently proceeding on the same route as ourselves: he was a handsome young man, dressed *en majo* (a Spanish dandy)—that is to say, he wore a short round jacket of brown cloth, tastefully braided, a white waistcoat, breeches of the same material as the jacket, ornamented with gilt buttons in a continued double row on the outer seam, and which were left open about the middle of the thigh, to give an additional swell to the limb, to admit air, or to show the fineness and whiteness of the linen underneath (a point in which the Andalusians particularly pride themselves); a broad red sash was bound around his waist, and a low, round-crowned hat, the brim turned up all round, placed smartly on one side. His horse was a powerful black, gaily caparisoned. I addressed him with the usual salutation of the country—“*Muy buenos dias tenga usted Caballero*”—(Many good days to you, sir Gentleman). He acknowledged it with courtesy, and we entered into conversation. “You are for Granada, probably?” said he. I informed him we were Englishmen, from Gibraltar, on our way to view the far-famed Alhambra. “From Gibraltar!” exclaimed he with animation—“that is indeed a fine place. What tobacco one finds there!—what cotton goods!” These remarks at once informed me of the occupation of our new companion. “You are a contrabandista (smuggler) then?” said I. He unhesitatingly assented. “How I envy you such a wild life,” I continued, “your excitement must be greater than can be imagined.” “Sometimes,” replied he, “it is well enough, but occasionally nothing can be more tame; of late, however, I cannot complain. I am now on my return to Granada, after a rather long absence. I have deposited my small venture of good tobacco in a hut near the spot where you joined company. In Granada I shall find my uncle, and with his aid I hope to carry the *cigarros* safely through the shoals of custom-house officers with which the gates are infested. I am now more wary than formerly. The last time I was here, an accident occurred to me. We have still a long league before us, and perhaps you may be amused if I relate my adventure.” I expressed, what

I really felt, a great desire to hear it; and I give the story in his own words, as nearly as a free translation will allow:—

“About six weeks since, I was on my way back to Granada (my native city) with a good cargo, accompanied by several comrades, also well laden. The narrowness of these mountain paths of course obliged us to ride in a train, the one following the other. I was leading, when we suddenly fell in with a party of *guardos* (custom-house officers), accompanied by a military detachment. Had there been *guardos* only, we should have fought,—but, against *los militares*—no, *Señor*—*el nombre del Rey tiene mucha fuerza*—(Against the soldiers—no, Sir—the king’s name is a tower of strength). I saw at once that if I hesitated, I was lost; so, leaving my companions to do the best for themselves, I dashed at the goat-path which leads up the mountain, resolved, if possible, to escape a prison and five years’ hard labour at Ceuta, the fate which I knew awaited me, if taken. I had scarcely got off the road, when I heard my name (Diego Salazar it is) called out in a voice which was familiar to me. I looked round, and saw *el mas indigno de todos los guardos*—(the basest of all custom-house officers), my own unworthy brother-in-law, Antonio Persz. Pity that my beloved Maria Dolores should be sister to such a villain! ‘Diego,’ said he, ‘come back, or there is a ball in this gun which will oblige you. The gun you know well, and that my aim is not bad.’ Of course, I did not cease urging on my good horse with these well-pointed spurs. The faithful animal struggled forward, heavily laden as he was; but as he turned into the path through the thick brushwood, the bullet from Antonio’s unerring musket struck me in the shoulder. I did not fall. I retained my seat, and before another shot could be fired I was out of danger. I continued my journey, bleeding and faint; travelled during the remainder of the day, and at nightfall reached the hamlet of Pinos, where a pious priest dressed my wound, gave me shelter and his holy benediction. By the following evening I was in the town of Alcala-la-Real. Here I parted with my fine horse and his trappings, and deposited my gay clothes with an acquaintance, equipped myself in a common dress, and purchased a mule, on which I placed my two bales. After this, I avoided all towns, and pursued my journey by mule-tracks in the mountains, so that, on the twelfth day, I was within half a league of Madrid. I then looked about for a place to deposit my bales, and which I did in a snug-looking cave, a short distance from the road. This done, I boldly rode into the city through the Atocha gate, and had little difficulty in meeting with a daring spirit, ready for a small reward to assist an honest man in his need. We sallied out in the evening, and ere morning my cargo was safely stowed in the quiet lodging I had taken in the Calle de San Pablo. I had a capital market. My tobacco produced me exactly double the sum I should have procured for it in Granada; but the other bale, *los generos*!—the English cottons, shawls, and gown-pieces of brilliant colours!—it was a mine of gold!—four times the Granada price was eagerly given. I paid my assistant liberally, and dismissed him. My wound was fast healing, and I was again dressed like a gentleman, with plenty of doubloons in my purse, enjoying the pleasures of the capital. But I was not happy. I longed to be once more among my native snow-capped mountains; to be on the back of a trust-worthy horse; to see my wife, my *Dolores*; to receive her warm greeting in my little dwelling, which stands near

yon Alhambra. But this I dared not attempt under present circumstances. My vile brother-in-law, whom I have made mine enemy by refusing to give him half the profits of every cargo, would soon cause me to be apprehended. A thought struck me one morning, as I was leaning idly against the fountain in the Plaza-del-Sol: I would endeavour to obtain a pardon from the king! I had, in common with all Madrid, seen Ferdinand in his daily rides through the streets. His good-humoured smile, the urbanity with which he acknowledged the *Viva el Rey!* of the meanest of his subjects, assured me he was not the stern, unbending monarch—the tyrant—which the Revolutionists represent him to be. *Echamos un memorial!*—(Let us try a memorial!)—said I; and immediately directed my steps to the Post-office. Behind one of the pillars of the inner court I soon found a writer seated at his small portable table. A large handsome sheet of paper lay ready before him, and I observed that he carefully nibbled a pen as I approached him. ‘Write me a petition,’ said I, ‘to the king.’ He flourished rapidly the heading. ‘Now for your story.’ I told him my case in a few words. ‘And you want a pardon?’ I nodded assent. In a short time the paper was filled. He read it to me, and it appeared impossible that such an appeal could fail. ‘I have,’ said he, ‘as you must have remarked, dwelt very strongly upon the circumstance of your never having meddled with the smuggling of tobacco; that, you know, is a royal monopoly, and you never could be forgiven had you been engaged in it. But the shawls—is another matter; here, sign the paper.’ I am no great penman, and my large scrawled signature only showed to greater advantage the neat characters of the scribe. I paid him the usual *peseta* (the fifth of a dollar), and retired to my lodging. The next morning I was at the palace betimes, to watch my opportunity. There were four or five others lurking about, apparently with the same design as my own, and we were soon addressed by some of the officials, who seemed well acquainted with our views. I liberally paid these worthies, and was consequently permitted to enter the outer court of the truly royal mansion. After a time, three horses were led to the front gate, and Ferdinand himself descended the broad marble staircase, which leads from his apartments; I dropped on my knees, and held out my memorial:—‘Pardon, my liege,’ said I in a loud voice, ‘pardon for one single act of disobedience of your royal proclamation against smuggling—but not of tobacco;’ I quickly added, ‘of cottons only.’ The King took my paper, bade me rise, and glanced his eye over the writing. ‘And you were wounded,’ said his majesty. ‘Sire, my hurt was severe,’ I replied, ‘it is not yet healed.’ ‘Well,’ continued the King, ‘it is good that you are not a tobacco smuggler: go in a few days to the secretary’s office, and we will see what can be done.’ He passed on, mounted his charger, and rode away. I stood for some minutes as if entranced. I was aroused by one of the men to whom I had given money: ‘You have managed your affair well, my friend,’ said he with a smile, ‘you have gained your suit, whatever it may be. I know by the King’s glance, as he handed your paper to Don Luis, that he has directed your prayer to be granted.’ I went off in joyful mood to lounge in the Squares and on the *Prado*. At the expiration of a few days I attended at the secretary’s office. I entered a room, in which I found an old man seated at a table, and two others at a desk. ‘I come for my pardon,’ said I boldly; ‘the pardon of Diego Salazar.’ The

two men at the desk looked astonishment at my assurance, and the old one, turning his dull eye coldly upon me, drawled out 'I never heard of that name before, and he quietly lighted his cigar. I knew, however, somewhat of these gentry. I produced a leather bag, containing a respectable sum in silver dollars, and, without further explanation, deliberately emptied the contents, and proceeded to spread it on the table. I divided the money into three unequal portions. During this operation the two clerks had also lighted their cigars, and the three looked on with becoming gravity, and in perfect silence. At length I had completed the division. 'This,' said I, pointing to the largest heap, 'will, I believe, belong to the *Señor Secretario*, who is charged with delivering to me the King's written pardon, which his majesty (may he live a thousand years!) promised to me some days since; and these other two sums must of course appertain to any two gentlemen who may witness the regular entry of the document.' No reply was made, and I seated myself before the heaps of money, selected a cigar from my case, and commenced smoking. In a few minutes the old fellow spoke: '*Vamos*,' said he, 'Come, let us understand each other. Is this all you mean to offer?' I protested 'I had not another dollar in the world.' 'Well,' continued he, addressing himself to one of the scribes, 'Francisco, look if there is any such paper as this gentleman describes.' A pretended search was made, and I soon held in my hand this writing: here it is, carefully folded in a leather cover. My money, of course, was soon in the possession of these sharks. I did not loiter in Madrid. I am now returning with a bold front to Granada. I yesterday left Alcala, and although the pardon has cost money, yet you see I retained enough to re-purchase my faithful horse, as well as to procure a small lot of fine tobacco; you must almost have seen me deposit the package in the hut near the spot where you joined company; to-night I shall be again with my *Dolores*;—but her villain brother—let him beware!"

The narration of this story brought us very near the city. We heard the tolling of the numerous church and convent bells. The smuggler, however, begged me, ere we parted, to read his pardon, and handing it to me, he particularly pointed out to my observation the word "*gratis*" written in large characters on one corner of the paper. It was a curious enough document. It set forth that, whereas Diego Salazar had undoubtedly been guilty of the serious crime of smuggling, but as he had expressed the deepest contrition at the King's feet—had promised to abstain in future from any breach of the laws, and had moreover suffered great bodily pain from a wound inflicted by one of his majesty's faithful guards, the King granted him his gracious pardon, and commanded him to return to his house at Granada, where he was to be permitted to reside without molestation, and carry on his lawful trade of *platero* (silversmith.) I returned him the document. "And this latter injunction," said I, with a smile, "you mean implicitly to obey!" "*Sin duda*," he replied, with a significant glance, "without doubt; but my horse has not lately had exercise. I must first give him a sniff of the sea air. I shall ride towards Estepona in a few days." We separated under the trees of the beautiful Alameda, and although I remained in Granada some days, and looked searchingly round amongst the throng in the streets and public walks, I did not encounter Diego. He was doubtless again on his horse, and perhaps returning with a new venture of the forbidden weed and the seducing cotton shawls.

ON THE OCCULT PRINCIPLE*.

HAVING shown the relationship of Magnetism with Electricity and Galvanism, we will now pursue the inquiry as if we were ascertaining facts with a view to establishing the former as a theory in some measure independent, although with the admissions we have made, and the inferences we harbour, it is often a difficult line to draw. But this is somewhat necessary in order to substantiate its subservience to the ends and purposes of navigation.

The philosophers and naturalists of ancient Greece and Rome were aware of the attractive and communicative virtues of the magnet, but were as much at a loss to account for the *cause* as their successors. Plato, Pythagoras, and Aristotle, mention its effects, and call it the *Herculean Stone*, because it commands iron, which subdues everything else. While Thales and Anaxagoras ascribed the property to an animating soul within it, others attributed the phenomena to an unknown sympathy between the effluvia of the iron and those of the magnet. Plutarch thought that the latter attracted the former by emitting a spiritual effluvium, whereby the contiguous air being opened and driven on either side, does again drive that contiguous to it; and thus the action being communicated, round, the iron is thereby protruded; but this is contradicted by the equally vigorous action of the loadstone in vacuo and in the open air. Pliny, in descanting on the *friendship* between the magnet and iron, remarks that it is the only metal which being touched and rubbed, receives and retains the attractive property, so that a number of rings may be made to hang together, like a chain, without being linked. He speaks of this quality as one of the most wonderful of Nature's effects, and ascribes its discovery to Magnes, a neat-herd of Mount Ida, being arrested by the nails in his sandals. Pliny also pre-curses the tradition of Mecca, by relating the singular device of Dinocrates, the Alexandrian, who commenced an arched roof over the temple of Arsinoë, entirely of loadstone, in order that the statue of that princess might seem to float in the air, unsupported by anything; and he is moreover anterior to that really "Great Unknown," the author of the Arabian Nights, in mentioning a part of India, where the loadstone was so abundant and powerful, that it was reckoned hazardous for ships with iron fastenings to sail by it.

The property of magnetism is so universally distributed, that we scarcely find any two kinds of ponderable matter which do not exercise more or less affinity towards each other; and imponderable particles are supposed highly attractive of ponderable ones. But the ore called loadstone possesses the magnetic power in the highest degree: it consists of black and red oxides of iron, with a portion of silica, and is found in abundance. Claudian says—

"Decolor, obscurus, vilis, non ille repexam
Cæsariem regum, nec candida virginis ornat
Colla, nec insigni splendet per cingula morsu;
Sed nova si nigri videas miracula saxi,
Tunc superat pulchros cultus, et quicquid Eois.
Indus littoribus rubra scrutatur in alga."

The loadstone was thus prized, though its most admirable property was still hidden; for it was supposed to have most healing powers, and the idea that Theophrastus thought it poisonous has arisen from a mistaken translation. Pliny thought it effective in the cure of bad eyes. Dioscorides recommends it as an aperient, and Galen for dropsies. Some of the followers of Machaon pounded it for plasters to draw arrow-heads from wounds. In later times Beckerus is said to have extracted a knife ten inches long, which a youth had swallowed, to a convenient part for cutting it out; and in 1808 Mr. Pigram extracted a particle of iron, about the size of a pin's head, from the eye of a blacksmith at Tenterden, by means of a magnet, which had been lodged there almost five months. Besides its external application for diseases in the sixteenth century, it was in vogue for the tooth-ache in the fifteenth, and as a material for tooth-picks in the seventeenth. But though it allayed the pains of parturition, and dispersed white swellings and other tumours, wounds made with a magnetized knife were considered mortal. *Ætius*, of Mesopotamia, was the earliest writer who ascribed medical efficacy to the external use of the magnet, and mentioned the effects of its being held in the hand by podagrical patients*. This prepossession has descended in full force. About seventy years ago, Van Aken, of Örebro, in Sweden, made wholesale cures of rheumatism; and Dr. Klarich found out the poles of all the bad teeth in Gottingen. The taste was spread; and we ourselves saw a gallant British Admiral purchase a small piece to carry in his pocket, as a security against gout. But we must cite a more sensible application of this principle for the preservation of health, from Sir John Herschel's admirable Discourse on the Study of Natural Philosophy. In mentioning the mutual interchange that subsists between the physical sciences and the arts of life, he says—

“ One instance more, however, we will add, to illustrate the manner in which a most familiar effect, which seemed destined only to amuse children, or, at least to furnish a philosophic toy, may become a safeguard of human life, and a remedy for a most serious and distressing evil. In needle manufactories, the workmen who point the needles are constantly exposed to excessively minute particles of steel which fly from the grindstones, and mix, though imperceptible to the eye, as the finest dust in the air, and are inhaled with their breath. The effect, though imperceptible on a short exposure, yet, being constantly repeated from day to day, produces a constitutional irritation dependent on the tonic properties of the steel, which is sure to terminate in pulmonary consumption; inasmuch, that persons employed in this kind of work used scarcely ever to attain the age of forty years. In vain was it attempted to purify the air before its entry into the lungs by gauzes or linen guards; the dust was too fine and penetrating to be obstructed by such coarse expedients, till some ingenious person bethought him of that wonderful power which every child who searches for its mother's needle with a magnet, or admires the motions and arrangements of a few steel filings on a sheet of paper held above it, sees in exercise. Masks of magnetized steel wire are now constructed and adapted to the faces of the workmen. By these the air is not merely *strained*, but *sought* in its passage through them, and each obnoxious atom arrested and removed†.

* “ Tradunt magnetem detentum manu chiragrorum ac podagricorum dolores ipsorum sedare. *Æque convulsis opitulatur.*”

† Dr. Johnson, of Worcester, in his melancholy detail of the mortality produced by this necessary manufacture, says, “ The fatal consequences of this employment it ap-

For the recently assigned beneficial influences of the magnetic principle upon the human body, we must refer to the notorious deceptions carried on at Paris by M. Mesmer, under the style and title of Animal Magnetism. This sovereign and infallible elixir, by a fluid unusually diffused, and filling all space, as the medium of a reciprocal influence between the celestial bodies, the earth, and living beings, promptly offered "un moyen universel de guérir et de préserver les hommes ;"—in short, there was but "one nature, one disease, and one remedy, and that remedy was ANIMAL MAGNETISM." So alluring a catholicon became the rage, and multitudes flocked to be thrown into hysterics, shrieks, hiccups, and many of the strange antics also inspired by "laughing gas." At length the public attention being seriously aroused, a committee of philosophers and physicians was appointed to investigate facts ; when the true nature of the operation was found, upon clear and unequivocal testimony, to be an imposture, and the marvellous effects ascribed to it were traced solely to the imaginations of the credulous dupes who were magnetized. Perkinism succeeded to Mesmerism ; and, after the usual run of quack nostrums, metallic tractors and their inventor were screened from exposure by obscurity.

It is not to be supposed that to properties so wonderful as those of the loadstone, magical as well as sanative powers would not be assigned. Accordingly Dioscorides tells us, that no faithless wife can rest in bed after a suspicious Benedict has placed a loadstone under her pillow ; and robbers cunningly used it to make the inhabitants forsake a house which they intended to pillage.

But we must quit these fancies for more important details. Although the ancients were acquainted with the attractive property of magnets, it nowhere appears that they were aware of their directive and inclinatory faculties. This is singular, because attraction and repulsion take place only betwixt the opposite homogeneous poles of two magnets. When either two north or two south poles are placed near each other, they repel ; but a north and south pole attract each other ; and it would, therefore, seem likely that accident might have revealed the secret. Even steel and iron, which were never touched by the loadstone, possess polarity ; or, as old Sir T. Browne quaintly expresses it, "a polary faculty, whereby, conveniently placed, they do septentrionate at one extrem, and australize at another." Some scholars have considered the "*hic ventus jam secundus est, cape modo versoriam*" of Plautus as a proof that the polarity of the needle was actually known, and applied to the purposes of navigation ; but this is no better authority than that of the honest skipper, who thought that it was common in early ages, because St. Paul "fetched a compass" on his voyage from Syracuse to Rhegium. Iamblichus is supposed to allude to the directive power of the magnet, in asserting that Pythagoras took from Abaris, the Hyperborean, his golden dart, without which it was impossible for him to find his road.

It is difficult to say to what date the incomparable invention of the mariner's compass may be assigned, or even when Europeans first became acquainted with polarity, though the earliest traces of its uses are

pears, are so well known, that it is difficult to procure workmen for it ; their wages are consequently high, and their intemperance is great ; they also chew a great quantity of tobacco, and wet their hands and needles, as they become over-heated by attrition, with a discharge of saliva."

dated by the French from 1260; but Fauchet preserves part of an old poem, called *La Bible Guiot*, which describes a compass even before that period. Azuni, a hungry Sassaress lawyer, who wished to share the loaves and fishes of the French revolution, wrote a treatise to prove that the compass was used in France, under the name of *marinière*, before the time of Gioia of Amalfi*; and Lalande—albeit a philosopher need not have quoted so corrupt a source—appeals to this *brochure* as an evidence that all nations thenceforward copied the *fleur de lys* on their compasses. Now we are ready to concede that the French have used this wonderful and simple guide from the reign of Saint Louis, and are willing, with Ximenes, to give them a priority over the Amalfitans, but at that point we must stop. There can be little doubt that the Chinese knew it long before†; and there is pretty strong evidence to prove that the vaunted *fleur de lys* is neither more nor less than the Indian lotus. Dr. Hyde, in his treatise *De Religione Veterum Persarum*, affirms that the Chaldeans and Arabians had immemorably made use of the compass to guide them over the vast deserts that overspread their respective countries. It is not improbable that the Venetians, while trading to the Red Sea, obtained some information respecting it, and then introduced it into Europe, where it was, perhaps accidentally, accounted a new discovery. Dr. Vincent stoutly contests this point, because Marco Polo does not mention it, and also because the Arabs, equally with the Italians, call a compass *bussola*: yet the latter is no more decisive than the word *punch* is for a beverage which, in name and nature, is nearly the same in India and Europe. But none of the cited positions of Sir William Jones and Mickle for the introduction of the compass from Europe into India, can invalidate the reasons of Lord Macartney as to the superior standing of the Chinese one, with its twenty-four points, which is, indeed, admitted by the reverend dean. Stanier Clarke has cited a passage in Osorius, which had been inadvertently omitted in Mr. Gibb's translation, by which it is shown that Gama, on his arrival, found the compass had long been used by the Indian seamen. "*Utebantur in navigando Normis navicularis, quas nautæ acus appellant. Quarum formam, propter eos qui a maritimis regionibus remoti sunt, haud alienum arbitrator explicaret.*"

Professor Hansteen wrote an essay in proof that the earth has two magnetic axes, and, consequently, four magnetic poles, of which the two

* So certain have the townsmen of Gioia been of their claim, that a compass has been assumed as the arms of the territory; and the line from Anthony of Palermo is frequently cited:—

"Primo dedit nautis usum magnetis Amalphi."

† According to Du Halde, and also Maurice, the Chinese emperor Tcheou Kong, about 1040 years B.C., presented certain ambassadors from Cochin China with a magnetic instrument to direct them home. This instrument was called *Tchi Nan*,—a name by which that people at this day denominate the mariner's compass. At the temple of *Tak-ko*, in China, a symbolical idol of the Sea is brandishing a magnet in one hand, and bears a dolphin on the other; the former reminding one of the prism being placed in Newton's hand, in the fine statue at Trinity College, Cambridge.

‡ Barlow, in his "*Navigator's Supply*," published A.D. 1597, relates that, in a personal conference with two East Indians, they affirmed that, instead of our compass, they used a magnetic fiddle of about six inches in length, suspended upon a pin in a dish of white China earth filled with water, in the bottom of which there were marked two cross lines to indicate the principal winds; the rest of the divisions being left to the skill of their pilots.

northern turn from west to east, and the two southern from east to west ; which, he infers, will explain the variation of the declination. In this essay, which is merely a modification of Halley's theory, he notices a passage in the *Landnamabok*, a work dated from the close of the eleventh century, which would show that the polarity of the magnet must have been known in the north, although it does not imply the actual existence of a regular compass. The famous Floke Vilgerdarsen, who sailed about the year 868, in order to seek for Iceland, took three ravens with him, which were to serve him as guides. On letting these birds fly on the open sea, and finding them return, it was considered as a sign of there being no land near ; but if they flew away, the vessel followed them, with a view of reaching the nearest shore. In order to consecrate these ravens to his purpose, Floke offered up a great sacrifice at Smörsund, where the ships lay ready for sailing ; for, says the author, "*at that time the navigators in the northern countries had no magnets.*"

That the magnet attracts iron, that the needle though not "true to the pole" has a polar direction, and that magnetism bears a great affinity to electricity, have been long known ; but theory was subject to numberless and vague conjectures. Some attributed a magnetical power to the earth ; others to a magnetical globe inclosed by the earth, whose axis did not coincide with the terrestrial one ; and the majority thought the phenomenon owing to a subtle elastic element, consisting of particles which are repulsive of each other, and pervading not only our globe, but perhaps the whole universe,—and this Apinus wishes to call the magnetic fluid. Iron, and its oxides and alloys, were long considered as the only substances susceptible of magnetism ; and the loadstone was even cited by Bacon as one of that class of physical instances, which he termed "*Instantiæ monodiceæ.*" We have already shown that this is an error ; and the experiments of the industrious Coulomb go far to induce a belief that the action of this occult principle extends throughout all nature ; for he proved the fact upon gold, silver, copper, lead, and tin, as well as upon glass, bone, chalk, and different kinds of wood,—although the force in some of the bodies was necessarily very small, since it had hitherto escaped notice. To each of the specimens which he tried he gave the form of a cylinder, suspended by a filament of raw silk, and placed between the opposite poles of two bars of steel, in which situation it was found that, of whatever matter the cylinders consisted, they always arranged themselves exactly in the direction of the two bars, and, if disturbed, always returned to it by regular oscillations. Our late esteemed friend, Scipio Breislak, of Milan, has, in the *Nuovo Giornale Encyclopédico*, given a particular account of a singular piece of volcanic tufa, which acted on the needle with as much power as the loadstone would have done ; and which he imputed either to a stroke of lightning, or its having lain long in one position. It was of a brownish-grey colour, heavy, coarse-grained, and porous. When broken, the fragments preserved their power over the needle ; but they did not affect each other, even when freely suspended ; and they would not in any degree attract the smallest particle of iron not magnetic,—thereby demolishing Cavallo's position, that "no instance of a magnet can be produced which had only polarity, without the power of attracting ferruginous bodies." This fact of Breislak's was confirmed by the well-known serpentinite of Humboldt.

Iron is the principal substance attracted by the magnet; the degree of attraction depending on the weight, shape, state, and distance of the body, and the strength of the attractor. A loadstone will take up much more iron when armed, or capped, than it can when naked; artificial magnets receive additional increments to their power by slowly adding weight to the load they support; and they will lift a greater portion of iron from over another piece of iron, than from over a plank or table. But it should be observed that pure iron is not susceptible of acquiring the permanent magnetic virtue; it must be combined with a portion of carbon, phosphorus, or sulphur; yet, if saturated with any of these bodies, it is incapable of exhibiting magnetic energy. Every piece of iron, when brought near a magnet, becomes a magnet. Soft iron retains the occult principle only while in that situation; but hard steel, once converted into a magnet, continues so. The property of magnetism may be universally assigned to perpendicular bodies, and is decidedly shown in iron; for all bars standing erect, or nearly in the direction of the dip, as iron railings, poker, &c.*, become directly magnetic, the north pole being at the bottom, and the south at the top in this hemisphere, but reversed in the other; for, as in electricity the positive and negative actions cannot be produced separately, so in magnetism one polarity cannot be produced without the other. In the boring of cannon and drilling of large masses of iron, the cutters become magnetic, and the cuttings adhere to each other from the consequence of rotation; and we have lately seen a singular effect, in a line of positive magnets made by a series of stout iron bars, each 18 feet in length, which are now boring a well through blue Oxford clay, and have gained a depth of 350 feet. That the iron in ships becomes magnetic, is shown from the polarity which exists in them; the whole forming a large magnet, with its south pole on deck, and its north one below, as has been made plain in the experiments on local attraction. Every one knows that a common sewing needle, gently placed so as to float upon water, points to the north; and two forks stuck in a cork, so as to revolve on a pivot, possess the same quality. But a more curious instance of the power of polarity is mentioned by Colonel Macdonald, son of the celebrated Flora Macdonald. This is the fact,—that the uppermost part of the iron ring round a carriage-wheel attracts the north end of a magnet, and is consequently a south pole; while the lower part of the same iron, in contact with the ground, attracts the south end of the needle, and is therefore a north pole. Turn the same wheel round half a circle, and these poles are immediately reversed.

Professor Ritter thought his investigations gave reason to conclude, that, by considering the earth as a vast magnet, it would explain various phenomena of nature, such as physical differences between the two hemispheres, the aurora-borealis, and the aurora-australis; and that it may be assumed as an equivalent to an enormous Voltaic pile, the poles of which are on one side sufficiently closed by the waters of the ocean. Pursuing the idea, he supposes the action of this pile must have produced the greatest chemical changes in the materials of the earth; changes which must have differed according to the poles; and of

* We have been informed, by the ingenious Mr. Bramah, that bars of iron so placed have become harder; but the nature of the change is not yet satisfactorily explained.

which pile the poles at the other extremity have always such an abundance of electricity as to cause its splendour to appear by radiations in the vast spaces of the heavens. Professor Barlow, who communicated to us his investigations of the law of attraction as regards the mass, made the important discovery, that this power resides wholly in the *surface* of bodies, and is independent of their masses: in fact, that an empty bomb-shell will attract as strongly as a solid sphere of the same material; a result as singular as unexpected. Saussure, according to trials made at the Col du Géant, at the height of 3435 metres, thought he perceived a very sensible diminution of the magnetic property which he estimated at one-fifth; whence philosophers were led to suppose that if it vanished on removing from the earth, it would go far to develop the cause of the principle itself. From some experiments above the clouds, by Professor Robertson, made in a balloon, on the 14th of August, 1803, near Hamburg, he was led to infer that this virtue decreases in the atmosphere as the squares of the distances. This, however, required further proof; and in the autumn of the following year, Messrs. Gay-Lussac and Biot undertook their celebrated ærostatic voyage. These philosophers were well equipped for giving the question a more rigid overhaul than it had hitherto received. After guarding against all local and other anomalies, the result of their expedition decided, that while electricity appeared to increase with the height, "the magnetic property experiences no appreciable diminution from the surface of the earth to the altitude of 4000 metres: its action in these limits is constantly manifested by the same effects, and according to the same laws." But to establish to a greater certainty so important a physical fact, Gay-Lussac re-ascended and repeated the experiments, when the results again indicated the sensible permanence of the intensity of the magnetic force on receding from the surface of the earth. In this trip he also found that the proportions of oxygen and azote, which constitute the atmosphere, do not sensibly vary at the greatest heights to which he ascended; and the labours of Cavendish, Macartney, Berthollet, and Davy, have confirmed the identity of its composition over the terrestrial surface.

Oersted remarked, that the intensity of the electricity seems to have no share in the magnetic effects; they solely depend upon its quantity,—and we have seen the discharge of a strong electric battery sent through a metallic wire, without producing any change in the position of the magnetic needle. Almost all the phenomena can be subjected to calculation if we suppose in steel two magnetic fluids, in each of which the molecules repel each other in the inverse ratio of the squares of the distances,—and attract in the same ratio the particles of the other fluid. When steel is in its natural state, and not magnetized, the two fluids are neutralized, or kept in equilibrium by each other. From this state they may be easily brought through all the degrees of magnetism, to what may be called the point of saturation, or the greatest intensity which it can acquire; and this is what should be especially used in the needles for mariner's compasses. The occult influences seem as extensive in their operation as light and caloric, although in a state of reciprocal neutralization till they are made sensible by loadstone, iron, nickel, cobalt, and those bodies which possess the power of breaking the state of equilibrium. Magnetism has even been employed to effect de-

composition. A small bar-magnet being allowed to remain immersed in tincture of cabbage for two or three days, completely destroyed the blue colour; and the same thing occurred with that of litmus. A solution of permuriate of mercury was by the magnet soon reduced into running or metallic mercury, and the supernatant fluid was not affected by oolitic albumen. Nitromuriate of platinum was decomposed with a brisk effervescence, distinctly audible, and with a visible spray between the eye and the light.

A singular anecdote is recorded in the 222d. number of the *Reichsanzeiger*, a German periodical work. A person having an artificial magnet suspended from the wall of his study, with a piece of iron adhering to it, remarked, for several years, that the flies in the room, though they frequently placed themselves on other iron articles, never settled on the artificial magnet; and even, that if any of these insects approached it, they in a moment again removed from it to some distance. And is it not worthy of notice that now, while a new disease is dealing its shafts silently and promiscuously, fewer flies are seen this summer than for years past! In this and many other towns, the grocers and butchers' shops are clear; few wasps are seen, and these much later than usual, while the lovers of fishing complain of want of bait along the river! Has the comet which is now visible disturbed the electric balance of our atmosphere?

The study of terrestrial magnetism excited great interest about the end of the seventeenth, and the commencement of the eighteenth century,—but from the uncertainty attending most of its conclusions it fell into decline again. The variation of the compass had been pointed out by Sebastian Cabot, a native of Bristol, about A. D. 1500*, and the variation of that variation was first noticed by Mr. Mair, and then by Gunter in 1622, though it appears to have been claimed by Mr. Gillebrand three years afterwards. The dip, or inclination of the needle to a point beneath the horizon, when allowed to play vertically, was discovered by Mr. R. Norman, about A. D. 1576; and the intensity, or number of vibrations made by a needle in a given time, is a property announced by Mr. G. Graham, and recorded in the Philosophical Transactions for 1725: this gentleman also first observed the diurnal variation in 1722. When we add that Gilbert gave the theory of magnetic action, and generalized its laws; that artificial magnets were first made by Sellers; that Parry settled the site of a magnetic pole: that Faraday first drew a magnetic spark; and that Barlow, besides proving that the attraction lies in the surface, and other discoveries, demonstrated a mode of disarming the effect of local attractions, it will be seen that this department of the occult principle owes nearly all its development to the talents of Englishmen.

The variation attracted early notice, from the hope that it would assist in determining the longitude; and the well known charts of Halley, Mountain, Dodson, and Middleton were the fruits of deep attention to the point. But when this effect was seen to change in the same place in the course of time; that its traverses were irregular; that it had diurnal affections; and above all, the difficulty of observing it at

* Mr. Cavallo cites a curious Latin letter, written by Peter Adiger, in 1269, to prove that the directive and declinatory properties of magnetism were known at that time. The construction of the needle, however, as described therein, is too rude for navigation.

sea within a degree, the phenomena were inferred to spring from a more complex and abstruse cause than had been, at first, admitted. To account for the alteration by variation, the inference that the magnetic pole has a motion round that of the earth, is sufficiently reasonable, and the fact of local changes favours the theory. Against such a conclusion the following objection has been started,—there being no variation at some places, a difficulty is presented: this, however, may be solved by supposing the true pole and the magnetic being in a line with such place at the time. Dr. Lorimer thought his researches tended to prove that by heat the magnet loses some, and by cold regains what is lost, of its attractive power, from whence he attempted to explain the variation of the needle,—especially the diurnal quantities. But this idea appears to be insufficient to establish the whole connexion; for though heat and cold have their effects, there are many causes in the earth which produce essential differences from any laws, resulting from the position of the rays of light, and direction of the sun above the horizon*. Mr. Barlow's hypothesis to account for daily variation is, that the sun possesses a certain quantity of magnetic influence, derived from ferruginous particles in its composition. He shows, by a satisfactory induction, that all the phenomena in question are consistent with this hypothesis, and completely explained by it, *provided* we admit that the magnetic energy is not propagated instantaneously, but moves at the rate of about 20,000,000 of miles per hour.

We have ourselves too often watched the diurnal variation of the needle, not to suppose that temperature has a considerable effect in producing some of the magnetic phenomena, although it is uncertain whether from a disturbance of atmospheric equilibrium, an unequal distribution of heat, or some undetected action of the sun. About nineteen years ago, Professor Morichini, of Rome, discovered that steel exposed to the violet rays of the solar spectrum becomes magnetic; but his experiments were repeated without success. In 1825, the hypothesis was countenanced by the ingenious investigation of Mrs. Somerville, who came to the conclusion that not only the violet, but all the more refrangible rays have a direct and sensible magnetic influence; yet, though her experiments were taken with the greatest care and deliberate attention, they require further proof. We may add that there are few careful observers who have not noticed that storms are often preceded by a tremulous fluctuation of the needle, showing an actual and sensible connection between the atmosphere and magnetism; and the observations of M. L. Cotte induced him to think the needle subject to very extraordinary movements before volcanic eruptions and earthquakes. This is a subject of much interest, and is about to undergo a rigid experimental investigation by the intelligent and persevering Mr.

* Captain Middleton, a zealous and ill-used officer, says, that while crossing Hudson's Bay, amongst mountains of ice, his needles lay immovable, even while the vessel was pitching and rolling, remaining wherever they were placed by the finger. Being held to the fire they regained their activity, and he continued warming his compasses successively every half hour. Part of this effect might have been owing to the contraction of the metal caps used before the introduction of those of agate. Professor Surow has shown that red-hot iron exhibits as *ambulating* a polarity as cold. Yet some experiments seem to prove that heat weakens the power of a magnet, and that a white heat may destroy it altogether! Perhaps neither Kircher nor Cavallo are definitive on this point.

Hudson, of the Royal Society. The inquiry is already in progress with instruments of different principles and construction; and the result of his three thousand hourly observations of the barometer shows—

1. That the changes in the barometer are influenced by the diameter of the tube, and by the nature of the fluid column.

2. That the same periodical changes during the day, observed at the equator, are found to exist in extra-tropical regions when a mean day is deduced from fifteen days, and the irregular oscillations thus destroyed.

3. That this equatorial motion is strikingly connected with the mean variations of temperature corresponding with observations.

4. That the nature of the changes varies at noon and midnight, and in summer and winter; when small at noon, being high at midnight, and *vice versa*; and that they are generally small at noon in summer and high in winter. The minima and maxima are also found to differ according to the season,—the minima in summer occurring at about 4 A.M., and in winter at about 6 A.M.; the maxima in summer at 11 P.M., and in winter about 8 or 9 P.M.

In following up the laws of variation, several inquirers have coincided with Borda's opinion, that the intensity of the magnetic power is the same all over the earth; but this has been disproved by many recent facts. Towards the end of the Protectorship, the true and magnetic meridians coincided, and the latter appears since to have had a motion of nearly 10" per annum. The westerly variation had been on the increase for 162 years, that is from 1657 (when Bond found the needle pointed due north) until the spring of 1819, when it had reached $24^{\circ} 48'$, its maximum; since which it has been retrogressive, though with a decrease, as far as we have yet observed, not at all proportionate to the annual increase just named. The discovery of the oriental maximum is therefore, for the present, out of the pale of computation. In the northern hemisphere the western variation now extends over a space of about 244° ; and in the southern hemisphere, in the same parallel of latitude, rather more than 143° ; the balance of each circle being the utmost extent of the easterly variation. Seventy years before Mr. Bond's observation, or in 1580, Burrows found the variation to be $11^{\circ} 15'$ east, and his observations are esteemed the oldest and best in the world. The diurnal variation may not be the same in different places, but as far as our personal observation goes, it seems to be greatest in June and least in December, having its largest arc towards the west at about 1^h 45^m P.M. on the longest days, and smallest about 8 A.M. As it is rather a delicate operation to detect such minute quantities, various means have been resorted to. Mr. Troughton constructed a telescope containing a set of lenses and spider lines in a steel tube, which being well magnetized, was suspended in the magnetic meridian, on supports which admitted of reversion. This ingenious contrivance being directed to a distant mark, readily gave the diurnal and other alterations to which the magnetic bar is subject. Our own apparatus consists of a variation transit constructed by Dollond, and a dipping-needle by Jones, together with some bars for intensity. The results obtained, and those in progress may be submitted on a future occasion.

The discovery of longitude by means of the magnetic curves, or

Halleyan lines, had numerous devotees, and charts were ever and anon appearing on the subject. Of these, the most elaborate were by Churchman, an intelligent American, in 1794. In that work, the author assumes two magnetical points, the one in the northern, the other in the southern hemisphere, at unequal distances from the poles of the earth, and neither in the same nor in the opposite meridians. These points, by which the variation of the needle is guided, revolve round the poles from west to east, with different velocities,—the northern making its periodical revolution in 1096 years, the southern in rather more than 2289. The curves passing through these two points, and determining by their inclination to the meridians which they cut, the variation of the compass, are called magnetical meridians. Two points, diametrically opposite to those, are called the northern and southern magnetical nadirs; and a great circle, whose plane bisects the straightest lines passing between these points and nadirs, is called the magnetical equator, to the north of which the dipping-needle gives north dip, and *vice versa*, proportionally to the distance from the place where it stands horizontal. This is the skeleton of the Churchman theory, which was dedicated to that singular personage, the Princess of Dashkoff, who was then presiding over the Imperial Academy of Russia. But though the work might have claimed considerable merit as an essay, yet, as a system, it was strained, and its definitions were vague, confused, and unsatisfactory; no series of observations were taken to ascertain the amount of effect, and the author did not sufficiently consider the very desiderata laid down in his own account of Euler's theory of the nature and periods of the magnetic curves. Yet, "with all its imperfections on its head," the hypothesis was so ingenious as to become widely discussed; and it was thought very blameable that the Board of Longitude, instead of calculating at great expense the hourly motion of the moon, and laying down rules which "few sailors could understand or practise," should not employ its exclusive attention on magnetism, by which "the commonest navigator could tell his longitude at any time."

Whiston had previously written a pamphlet, entitled "The Longitude and Latitude found by the Inclinator or Dipping-Needle;" and he, as well as Phillips, Bond, Halley, Euler, Lorimer, Walker, and all others who have attempted these researches, have supposed the magnetic poles to move: but Churchman must be singled out for confidence in having furnished a sort of approximate revolution, so as actually to send problems abroad for practical application. Biot and Humboldt are for the dip rather than the declination of the needle; and have written an able paper to prove the position of the magnetic equator, as a great circle, by direct observations, recommending the dip with a view to attaining the place of a ship,—“for,” say they, “the dipping-needle throws light on the longitude amidst the thickest fogs.” Mr. Nugent, the late surveyor-general of Cape Breton, who took out a patent for making a double sextant, and is warmer on his hobby than any of the loadstone lords, concludes his theory in these words:—"Thus, by a new and interesting application and testimony of unerring science, practical observation, and fair conclusion, I have, I flatter myself, cleared the magnetic theory of the abstruse and embarrassing circumstances which have hitherto bewildered it, and thereby laid the foundation of a most simple, general, and useful method of determining a ship's correct place

at sea, without any regard to the sun, moon, or stars, to good or bad weather, to the time of day, or the day itself." And he did *flatter* himself; for all these brilliant theories must succumb to the uncertainty which must ever attend observations dependent upon such accidental and varying circumstances.

But even had the theory of magnetism been more perfectly reducible to precision than it was found to be, an insidious enemy existed in every ship, in the form of local attraction, and caused a deviation of the needle. Now this property, though detected and known much sooner than some of our academic philosophers suspect, was a bar to improvement, because it was long before it could be grappled with, although several of our most expert mariners had made the endeavour. In a work, by W. Dennis, on the Declination, published at Dieppe in 1661, he says that he found the compass on deck never agreed with the one below, and that the difference increased in northern latitudes, according to results obtained in several voyages to Canada. Wales, who accompanied Captain Cook, noticed that the variation depended in some degree on the direction of the ship's head, and was greater between the north and east than in the opposite quarters; and also that the amount differed in different parts of the vessel. The veteran Admiral Lowenörn made similar remarks in his voyage to Iceland, in 1786. Old Ralph Walker, of Jamaica, the inventor of a very clever compass, which we have used at sea, published a work in 1794, to circulate a knowledge of his instrument. In this book he strenuously insists on the affinity between electricity and magnetism; and, in opening his subject, has the following passage:—

"As the magnetic bar in this experiment extends beyond the circle a considerable distance, it appears by it that the magnetic attraction of the earth is at its surface, and not internal; and from which I am led to conjecture, that the magnetic vortices are not lost at the surface of the earth, but are extended as far as our hemisphere, or as far as comes within the sphere of the earth's attraction.

"If magnetism was not an atmospheric quality, all magnetic needles would point to each of the magnetic poles in proportion to their distances, inversely, from the needle; but this is not the case, for it is a fact well known, that on board of all armed vessels, where there are great quantities of iron, the current of polarity is deranged in a very great degree.

"The present Admiral Murray and Captain Penrose, when cruising off the Neas of Norway, found that when the ship's head was in shore, it made a difference of nearly a point in the compass from what it was when the ship's head was off shore; and as many navigators as have been accurate in their observations, have taken notice of the same phenomenon in different parts of the world. By this remark, it is not meant to insinuate that such change in the direction of the needle was owing to any effect that the shore had upon it; but only, that being in sight of the shore, an opportunity was had of ascertaining the fact. For although all shores and head-lands may have a very great effect in deranging the universal current of the magnetic polarity, yet it is not to be supposed that the change of the position of a ship can change the polarity of any place, but only so much of it as comes within the sphere of action of the iron which may be on board of her."

The cure of the deviation of the compass on ship-board from the effects of local attractions, and the consequent errors which navigators are liable to fall into, is the last and most interesting of the practical

magnetical results of the day ; for not only might a vessel be steering a point out of her supposed course, but those chronometers in which the balances, or their inner rims, are manufactured of steel, may be disturbed and accelerated in their vibrations by those influences. Captain Flinders had hit on a method of correcting such errors in his own ship ; but the trial which the Admiralty ordered proved to be unfavourable as a general rule, though it proved the importance of his representations. Fortunately, the urgent necessity of applying a correction to this deviation aroused the attention of Mr. Peter Barlow, of Woolwich, a man not likely to leave any subject unbenefted by his investigation. As the attempts had hitherto been confined to the formation of certain empirical formulæ, from the result of observations made afloat, Barlow pursued a different course. Being placed in a situation where there is, perhaps, a greater accumulation of manufactured iron than in any other place in the world, he availed himself of this opportunity to consider the phenomena of magnetism under a scientific point of view. His efforts were soon rewarded by the development of several curious and interesting laws*, and the discovery of an extremely simple method of correcting the deviation in question.

The first experiments were made by putting a compass in the centre of a circle, and placing iron balls of various dimensions around it, making them move gradually on the circumference, and observing the effect produced upon the needle in every position. The result of these experiments was the discovery, that in every ball of iron there are two planes in which, if a needle be placed, its position will not be in the least affected by the ball. The first of these is in the magnetic meridian ; and the second, which is now called "the plane of no attraction," is perpendicular to the plane, or natural inclination, of the dipping-needle ; and various coincidences led to the inference that the same obtains in all latitudes. This very remarkable fact being well established, was made the fundamental law of the subsequent experiments ; and Mr. Barlow next ascertained the deviation produced upon the needle in all the different degrees of latitude and longitude of an iron ball. The plane of no attraction was considered as the equator, and the circle perpendicular to the magnetic meridian, or passing through the poles of the sphere, and the points of the equator, at the greatest distance east and west from the meridian, was considered as the first meridian. These observations led to the two following conclusions :—

1. The tangents of the deviations are proportional to the rectangle of the sine and cosine of the latitude ; or, to the sine of the double latitude, which is the same thing.

2. Other things being the same, the deviation is proportional to the cosine of the longitude.

After further and successful examinations to ascertain the law as respects distance, he established, in the most unexceptionable manner, that all other things being the same, the tangents of deviation were inversely proportional to the cubes of the distances. It still remained

* We have mentioned the remarkable fact of his finding that the force of magnetism, like that of electricity, depends not upon the solid contents, but upon the surface of the magnetic body ; so that a solid magnet and a hollow magnet, supposing them to have the same surface, may possess the same attractive and repulsive forces.

to determine the law as regards the mass, and this led to the singular discovery already mentioned.

Introducing all these circumstances, the general formula for expressing the quantity of deviation becomes

$$\tan. \Delta = \frac{D^3}{A \delta^3} (\sin. 2 \lambda \cos. l)$$

where D denotes the diameter of the ball; δ the distance, Δ the deviation, λ the latitude, and l the longitude.

Mr. Barlow having then instituted experiments which established that the same laws hold in the case of irregular masses of iron, as were ascertained to exist in iron spheres, proceeded to show a method of correcting the deviation of the compass from local attractions on ship-board. Here he has furnished the most valuable addition to the improvements of navigation which have been made during the course of the last century, and one which ought greatly to facilitate the discovery of the law by which the declination of the compass is regulated. Since he had made it obvious that all the action of the needle may be referred to one common centre of attraction, it followed, that so also in a ship, the whole might be reduced to one centre of power; and since the iron and compass will always, during a voyage, preserve the same, or nearly the same, relative situation, it is assumed that a single ball or plate of iron might be so placed in the ship, that its action on the needle would be the same as that of the iron in its distributed state; or which is still the same, that there is one common resultant. The mode of ascertaining and fixing the material point before the ship leaves port, has been fully treated by the inventor, and has been successfully adopted and practised: so that we need only add that, by placing the centre of a small circular iron plate in the line of no attraction of the ship's iron, and at a proper distance behind and below the pivot of the compass-needle, that needle will not only remain active and vigorous, even in polar regions, but will continue to point to the correct magnetic meridian, uninfluenced by the attraction of the ship's iron, in every part of the world.

Of the agency of terrestrial magnetism in the rapid transmission of the *tidal wave*, we may hereafter have occasion to speak; but we cannot conclude these remarks, without regretting the tone which has lately been too often assumed in discussing such topics. We see neither wit nor sense in the hatchers of hypotheses being so profuse in their abuse of the established conditions of human knowledge,—conditions produced by men possessing a genius and intellectual grasp but rarely granted to mankind, and who, armed with extraordinary mathematical powers, and an analysis which few can even wield, devoted their lives, to patient investigation. Captain Forman, an officer of some acquirements, but who admits without ceremony that he is not acquainted with mathematics, brought forward a scheme for the Tides, founded on the compressibility of water and the influence of magnetism; but what might have proved amusing, was spoiled by the style, and the threat of decorating Newton with “a cap and bells.” It has given us pain to see him again complaining of the “mean and pitiful jealousy” of the philosophers of the day, in a pamphlet encumbered with discontent, invective, egotism, and unsubstantial reasonings. In this publication, it seems, that every body from Kepler to Herschel have been

mistaken in all their notions of celestial mechanics, tides, light, atmosphere, &c. ; and, as might be expected, the author explains the whole doctrine of the universe, in a way so satisfactory and conclusive, that none but fools and knaves will dare to doubt him ! These theories, however, would have been left to themselves, but that we must condemn the style in which they are advanced ; and we must say, that if the gallant theorist had had the most distant acquaintance with the character, disposition, and conduct of Sir John Herschel, he would never have defiled his paper with an insinuation that, under certain conditions, the knight possessed feelings “ of the very worst description that could possibly belong to a human being.” As a word of advice on parting, we could recommend, if we thought it would be taken kindly, a course of study, which would enable the Captain himself to answer the question which he throws before his readers, in page xii. :—“ What is the reason that Sir John Herschel’s treatise on Light is the universal theme of eulogy, while my two papers, which treat upon the same subject, are never so much as mentioned ? ”

RECOLLECTIONS OF A SEA LIFE.*

BY A MIDSHIPMAN OF THE LAST CENTURY.

AFTER securing our prizes, as we proceeded on our voyage, sundry reports emanated from the French prisoners relative to boxes of gold on board *La Concorde* that had been broken open during the chase ; and these reports were corroborated by the accidental discovery of several belts, filled with gold pieces and made to fit the body, which were found among the Frenchmen’s luggage in its removal from the *Concorde*. A few boxes of silver were on board of her, which the officers admitted to be lawful prize. Those circumstances occasioned some suspicious-looking packages to be opened, in which more gold was found. All this seemed to confirm the idea that the statements of the men relative to boxes of gold having been broken open were true. Here, then, a question of some difficulty arose. To do anything which could have the appearance of robbing the prisoners of their private property was strictly to be avoided ; but since goods, and gold for the purpose of merchandise, are made lawful prize by the practice of war, in order to injure the enemy nationally through his commerce, it could not be right to pass as individual property any large amount of precious metals found on board an enemy’s man-of-war, although her officers were the merchants to whom it belonged, or pretended to be so ; and much less was it allowable when there was every reason to believe that they had become possessed of it only by breaking open the cases in which it had been embarked on account of others. Our captain, very properly, had considerable scruples on the subject, but at length resolved upon a general search. The Frenchmen were furious, at least some of them were, or pretended to be so ; but one fine-looking fellow,—the commanding officer of the

* Continued from page 47.

troops of their squadron, who, being a colonel, had been admitted to a place in our captain's cabin, and who had his luggage contained there, in an immense chest,—as soon as he saw that the search was inevitably to take place, voluntarily opened this chest, and, from a heap of gold, baled it out upon the cabin table, at each time, as he laid down his double-handfull, pronouncing 'Ce n'est pas à moi.' We were sorry for this man, because he acted so honourably; while a number of others were allowed to retain large sums only because they had more hardihood in declaring it to be their own. In this search no standard was fixed upon for determining what should be considered as private property, and I fear that the vacillation hence arising in each case gave more offence than a rigid seizure would have done.

It requires the pen of Sir Walter Scott to convey a picture of scenery to the mind; but how much better are the pictures of inanimate nature conveyed by the pencil, than even by such a pen! and how much more forcibly has that pen presented to us the scenes of human life, and placed before us, in bright and glowing colours, the motives to action in the ever-varying mind of man, where we may trace the remote incitements of our own conduct, and strengthen our good resolutions by the honest pride we take in seeing its better parts portrayed, and be made more alive to our weaknesses, by seeing them reflected to our view freed from the mists of selfishness, which bias our judgment in studying the original!

From the rolling swell and the fresh trade-wind of the ocean we shot into smooth water, passed the magnificent mountain which stands apparently isolated at the entrance of the inland sea, that winds its way through orange-groves, gardens, fountains, and stupendous mountains, clothed with the verdure of majestic trees even to the edge of the water. Sailing into this peaceful lake, the spires and the white monasteries to which they belonged appeared to ornament the lesser eminences that rise above a little recess of the land on the southern shore, and indicate the place of the town of Rio Janeiro. Off this bay we anchored, and, when the sea-breeze died away and was succeeded by the calm of the evening, the whole scene was reflected upon the glassy surface of the water, and was more like to the *reality* of *fairy-land* than even the beautiful mirror-scene in that prettiest of all spectacles, Cherry and Fair-Star.

Our attention was soon withdrawn from the contemplation of these beauties to some of the coarser realities of life. Many vessels were anchored in the bay, and between them and us lay one large ship, wearing English colours. She attracted our attention by appearing to have a great many hands on board. A boat was soon seen to be rowing from her towards us with four oars and a personage of some magnitude seated in her stern sheets. We were upon the alert to know who he could be; and while the captain and most of the officers were upon deck on the side of the ship which he approached, the other side was covered with midshipmen, to see him and hear the news he might bring. The boat came alongside, and a tall, raw-boned figure, with prominent features, presented himself, dressed in white trowsers and blue coat with bright buttons, but which seemed to have been made for a smaller man. 'The first glance at his visage and appearance might have read 'Irishman;' not 'Irish gentleman,' certainly; but one of that class who,

supposing their claim to the title might be questioned, think it right to enforce it with an oath, and pronounce themselves to be 'Jontlemen, by Jasus!' Our friend arriving on the quarter-deck, looked round with a wild stare, and then, fixing his prominent eyes on the captain, and striding up to him, projected his chin into his face in a manner which indicated a disposition to bite off his nose; but, instead of doing this, he took off his hat, and said, 'I've come to report myself to your honour.'—'Well, what are you?' 'I come from Cark, Sir.'—'Where are you bound to?' 'To Batany Bay, Surr.'—'Well, well, what is your cargo?' 'Khargo, Sir? I've got a *khargo* of united Irishmen, and a very bad *khargo* you'll allow, Sir.'—'Well, then, you command a convict-ship?' 'I do, Sir; and I will *command them* as long as the *breaths* in my body. But I've come to report them to your honour: they mutinied on me, Sir.'—'Did they? then I hope you suppressed the mutiny!' 'I did, Sir. The' mutinied on me, and would have taken her from me; but I went down below with my officers, and we shot three or four of them, Sir; and we quelled them. Yes, Sir, we shot three or four of them; but we did not shoot the ringleader; but we got him upon deck, Sir;—and your honour knows that a desperate case requires a desperate *remmedee*. So I called a *council of war* of my officers, and we hanged him at the fore-yard-arm!—and I hope your honour approves of it;' making a low bow.

The approbation here claimed so directly was a matter that certainly required some further consideration. However, our captain thus appealed to, as the principal British authority within reach, declined interfering in the matter, but advised the Irishman to proceed on his voyage, and lose no opportunity of reporting the circumstance to the authorities in England under which he was employed. I have no doubt that he made the proper report, but I never heard of the matter being brought before the tribunals of the country. The case would have been an awkward one if it had been referred to the conscientious, but somewhat stiff and rigid tender mercies of an English jury. Shooting three or four of them to suppress the mutiny, was all very well; but the deliberate act of hanging the prisoner was in itself a proof that the mutiny no longer existed. Yet who would say that the man was wrong? The mutineers, although quelled, would probably have been ready to break out again more warily and with better success had they not been deprived of their head in this determined manner. Our friend was quite right in his maxim, that 'a desperate case required a desperate remedy;' and he probable saved the lives of himself, the crew, and many others, by the sacrifice he thus made.

At this time the Portuguese were at war with France, if a nation can be called at war that has neither the power of aggression nor defence against her opponent but such as she receives from her allies. The two French frigates seemed in every way fit for his Majesty's service; but to have taken them to the Cape of Good Hope, our nearest colony, in order to their being fitted out as English men-of-war, would have delayed the progress of our voyage. Our allies at Rio Janeiro were desirous of purchasing our prizes, and offered a fair price for them, viz. a number of milreas, which amounted to about 18,000*l.* sterling for the *Concorde*, and about 7000*l.* for *La Médée*. These terms were agreed upon; but when the mode of payment came to be discussed, it was

found that the 25,000*l.* was to be in bills. This broke off the bargain which would otherwise have been fulfilled. I do not know how such a case might be managed now; but in those days an enemy's vessel might be sold first and condemned afterwards, provided that her papers and the *necessary fees* were sent to the nearest court of admiralty. Although we declined bills for our prizes, the Portuguese authorities at Rio had no hesitation in taking our captain's bill upon the Transport Board in England. They relieved us from the charge of our prisoners, about 800 in number, and agreed to provide for them, and convey them in cartel to France, delivering them as British prisoners of war. The stipulated sum to be paid for the performance of this service was 10,000*l.* sterling.

Having completed our supplies of wood and water, and revelled for about three weeks in the productions of this luxurious land, where the oranges are, if possible, finer and more abundant than even in China, and having thus given a check to any incipient scurvy among our crew, we again set off upon our voyage, meaning to call at the Cape of Good Hope, and leave our prizes there, being no longer encumbered with their French crews.

We stood to the southward to get into the westerly gales; but had hardly reached their confines when we met with a specimen of them that proved too severe a trial for one of the French ships: she sprang a-leak. We bore up, and were glad to get her in safety back to Rio Janeiro, and to accept the terms we had before declined, with this difference, that only three thousand, instead of seven, was given for the leaky ship and all her contents. The price of the other was not changed.

The prize-money I received for this capture, on our return to England a year and a half afterwards (about 150*l.*) was the largest sum I ever made in that way in the course of twenty-two years' service. During that time I was present at the taking of many of the enemy's vessels, chiefly men-of-war; and the whole of the sums of prize-money taken together, which fell to my share, was considerably under 400*l.* This amount I look upon to be a fair average of this source of emolument to naval officers of the rank I held during that busy time, namely, midshipman about seven years, and lieutenant about fifteen. I am particular in stating this, because the country is under a delusion as to the amount of advantage which naval officers derive from prize-money, by hearing of some lucky individuals, similar in number to those who gained prizes in the lottery.

Once more we set off with our convoy, and stood to the southward to get into "the gales that should drive us along," and saw no land from this time until we made the western coast of New Holland, a distance of about eight thousand miles. In a voyage to China, it is not until this stage of it that one can enter with full zest into the spirit of the song which extols the charms of the "wide unpounded sea"—

"Without a mark, without a bound,
It runneth the earth's wide region round;
It plays with the clouds, it mocks the skies,
Or like a cradled infant lies."

This, with the sheer water and the soaring albatross, added to the author's accompaniments of "the blue above and the blue below," are

all delightfully associated with the feeling of freedom and security which the sailor derives from the consciousness that there is not a rock within a thousand miles of him. But if they are pleasing to those whose "march is on the mountain wave, whose home is on the deep," I fear that to the mere passenger, it is only by reminding him that this dreary stage of the voyage is over, that those objects can be agreeable.

In an Indiaman, when the passengers happen to be well assimilated, they have much social intercourse and amusement, enlivened by the presence of the fair sex, who rarely grace the decks of a man-of-war at sea; but all the agreeable varieties with which they are enabled to wile away the sense of their confinement, in crossing the fine-weather latitudes, must be sadly broken in upon, and those which depend upon the female part of their society entirely put aside, when the storm comes "to awake the deep," and they cannot say with its nursling, "No matter—I can ride and sleep."

In the line of this vast Southern Ocean, which ships bound to India or China traverse, to run down their easting, the changes of weather are frequent, but the order of those changes is less variable than what we meet with in corresponding latitudes in the Northern Atlantic. In the belt between the 38th and 42d degrees of south latitude, where the easting should be made, the period of a round of the weather which accompanies the wind in making a round of the compass, is frequently performed in forty-eight hours. Let us begin with a clear blue sky, the surface of the sea like "a cradled infant," which fain would rest, but it cannot for the violent heaving of the ground-swell which the last westerly gale has left to roll on until it shall be again impelled forward by the next; while your ship, that with a breeze would "walk the waters like a thing of life," is now tossed and tumbled without control, and receives more damage in her sails and rigging than in a gale of wind. In such a case a careful officer will take in the sails that cannot be useful, and set them again when they can; and not in pure idleness leave them to be worn out by banging against the masts.

While your ship, deprived of her *vital* power is rolling awkwardly on the waves, the birds of the ocean are riding gracefully over them, now seated on the water, and resting from the labours of the storm, during which they had soared in the air with ceaseless wing.

When a few hours have tired you of this restless calm, light airs of wind from the eastward induce you again to make sail, more to steady your ship than to make any progress on your voyage. The wind blowing from the point you would steer upon, and so light that you can make but little way in any direction. You lie up about S.S.E., on the larboard tack; gradually the wind draws to the northward, and as it comes round to admit of your lying nearer and nearer to your course, it freshens.

You come up to S.E. and to E.S.E., and now to steer east, with fore top-mast and top-gallant studding-sails set, while the tumbling swell of the last gale, still following, helps you onward. With the wind between N.N.E. and N, the sky begins to overcast, and some rain perhaps falls. The wind freshens, and you can no longer carry your royals and top-gallant studding-sails. You take them in, and you may send them down to the sail-room if they be dry, for you may depend upon it you will have a gale of wind before you want them again.

Soon you find the fore-top-mast studding-sail and top-gallant-sails too much; and when you take them in, and reef your topsails, down with the top-gallant yards and masts on deck; and now reef away, furl your fore and mizen topsails. The increase of the gale, as it draws from the westward of north, will keep pace with your exertions until you have her under a close-reefed main topsail and reefed foresail. By the time you have done this, you will find the wind at N. W., or more to the westward, and blowing a roaring gale—before which you may reel along, perhaps for a succession of several days, without any increase to this sail, if you do not sometimes find it too much for her. Your daily run during this kind of weather will probably vary between 230 and 250 *nautical miles*, or about an average of 280 *statute miles*. I once made a run, measured by chronometers, and difference of observed latitudes, of 263 *nautical miles*, or 304 *statute miles*, in 24 hours; and in the old B——, when running under the above reduced sail, I have the log, and repeated the operation when she was honestly going $13\frac{1}{2}$ knots, or $15\frac{1}{2}$ *statute miles* per hour.

The duration of these gales is by no means uniform. As I have said, they will sometimes carry you along for a succession of days, and sometimes the round of the weather is completed in forty-eight hours, or even less. When the wind draws from the southward of west, it begins to abate and the sky to clear. A short period of your run remains with moderate wind and a clear blue sky; but as the wind draws more to the southward, it dies away, and again leaves you to the rocking of a restless calm. The birds take to the water, and the round is completed.

The ornithology of the southern hemisphere—at least that of its ocean—appears to introduce you to another world of the feathered creation. This fact is, of course, known to naturalists, but I do not remember to have met with any remark upon it. The albatross and some varieties of the petrel tribe, and, as you approach land, the penguins (if they may be called birds) are most apparent to the voyager who is not versed in natural history, as being wholly unlike anything he meets with in corresponding latitudes of the northern hemisphere. In the northern Atlantic, too, we look for the appearance of birds as indicating the approach to soundings; but in the Southern Ocean, we see the majestic albatross and some other birds thousands of miles from the nearest land, and this not casually or seldom, but continually.

The succession of weather I have described as prevailing with more uniformity in the belt of the Southern Ocean referred to, than in corresponding latitudes of the Northern Atlantic, may amuse the old voyager by the likeness of the picture, and may be useful to let the stranger in those seas know what he is to expect; but the true sailor, in adding to his knowledge the experience of others, will never trust to it so far as to lull his vigilance, and to supersede that 'good look-out' which old Nicholson quaintly classes as one of the three L's that a seaman must not lose sight of—*lead, latitude, and look-out.* If he should trust implicitly to the uniform progress of the above round of weather, he may sometimes be astonished, and have his ship brought by the lee, when steering east with a gale from the north-west by a thundering squall bursting upon his starboard quarter, with hardly the warning of a

momentary lull; and if he be not quick in clapping his helm a-star-board, and bracing round his head-yards, the south-wester will broach him to, and send his masts over the side. In these sudden shifts of wind from N.W. to S.W. the first gust is often tremendous; but I do not recollect any instance of its blowing hard from the S.W. for any length of time in these latitudes. We had many a turn of the weather as above described before we hauled up to the northward, and made the north-west coast of New Holland—and a sterile and barren-looking coast it is. We saw no smoke, nor any other symptom of inhabitants, and but little verdure. That which might have been in a cooler season was now (in December) scorched by a vertical sun—which also gave us a good roasting after our refreshing sail in the Southern Ocean. Soon after we left this land, we were becalmed for several days; and I do not remember to have suffered so much from heat at any other time in the open sea. One of our men died from a coup-de-soleil, and two others, one a fine young fellow, went mad. At this time, too, we lost one of our primest men, the gunner's mate, who had saved the ship in the North Sea, by discovering that the gun-tackles had been cut. In the morning, about eight o'clock, we had spread the awnings, and prepared, as well as we could, for another burning day, when he was performing some trifling work outside of the hull of the ship, and, slipping his hold, fell overboard. He swam well, and endeavoured to catch hold of the ship as she glided past him, and of ropes that were thrown to him; but nobody seemed to be aware of the rate at which we were going, for although it was perfectly calm on deck, the lofty sails were filled with a light air of wind which was right aft, and we were sliding along at the rate of about three knots. It was not until he was astern that the helm was put down, and an endeavour made to clear the boat; but, in the boisterous weather we had been accustomed to encounter, the quarter-boats had been lashed and secured as if it were intended that they never should be lowered again. By the time she was ready for lowering, the man was a full cable's length on the weather-beam of the ship, which had been hove-to. He was still swimming, with his head well above water, and until now had been silent; but at this time he gave a piercing scream of despair, and we saw him no more. It was said that a shark must have seized him, as he disappeared so suddenly; but it is more probable that he had been taken with cramp, or his power of swimming had been exhausted; for, although, when the boat arrived on the spot, too late to see anything of him, the people in her picked up his hat, they saw no traces of blood in the water, and had a shark taken him, the water would, probably, have been stained with it. In the only instance of this kind I ever witnessed, the water was covered with blood to a great extent. The loss of this poor man seemed to throw a gloom over us all: he was one of the best men in the ship; and although we had had some hair-breadth escapes, and broken up an enemy's squadron, he was the first man we had lost since we left England. The manner of his death, too, in a fine calm morning—illustrating the poet's conception of danger which “frowns in the storm, but in the sunshine strikes”—increased the feeling for him: at least, I know that I did not get his last and only scream out of my head for a long time. The converse of the poet's conception of danger, namely, its only frowning in the storm, every man who has been accustomed to brave it becomes familiar

with ; as also with the fact, that it looks much more formidable at a distance than when fairly encountered.

Long after the incident I have just related, I lent a hand to save the life of a man on whom the danger seemed to frown much more than on our poor friend, the gunner's mate. We were coming across the Atlantic in a 74 alone ; it had been blowing a gale all night from the N.W. We were under a reefed foresail and close-reefed main topsail, top-gallant yards on deck, and top-gallant masts struck. During the morning watch, the gale increased so much that it was thought right to send the top-gallant masts on deck. I was first-lieutenant of the ship, and at seven bells (half-past seven) I took charge of the ship, and permitted the officer of the watch to go below to perform his toilet, and prepare for breakfast. When the masts were sent down, one of the fore-castle men, who had gone into the lee-fore-chains, to gather in the slack of the top-gallant back-stays, was washed out by a violent lurch of the ship ; and the "flying cords," torn from his grasp by the weather-roll, left him at the mercy of the "tumbling billows of the deep." He swam well, however, and buffeted them with lusty sinews. The main-hatchway-gratings happened to have been got up on the poop, for the purpose of stowing the hammocks upon them, which could not be kept in their accustomed place by reason of the roughness of the sea. On the impulse of the moment, one of those gratings was thrown overboard to the man. "Down with the helm!"—"Man the fore-clew-garnets!"—"Clear away the lee-quarter boat!" were orders soon given ; and while the fore-sail was hauling up, and the boat being cleared away, I jumped into the cabin, to ask the Captain whether she should be lowered.

There are times in the open ocean when the attempt to despatch a boat from the ship would be attended with instant and certain death to to all who should be sent in her. Short of this, there are times also when the prospect of such a result may make the question of, whether a boat shall be despatched, one of anxious consideration for the officer who is to give the answer ; particularly if he himself is not to partake of the risk. Our Captain was placed in this situation ; when, looking from the cabin windows, he saw the man reach the grating, and secure his floating by a good hold of it. This determined him. He answered, "Yes." When I got to the deck again, the boat was ready for lowering ; but, as yet, there was nobody in her. In ordinary cases a four-oared boat would have been despatched from a seventy-four with a mid-shipman, or some officer of less consideration than a first-lieutenant ; who, indeed, is never sent on business detached from the ship, except it be to attack an enemy. Here there was no time to be lost ; and I felt that the onus rested on me to order men into the boat, or to show them the example by going myself. The last was the shortest mode, and the "come along" which accompanied my spring out of the mizen rigging, was answered by men crowding to follow. We did not want a crowd ; and when the first four had got in, I ordered the rest back, and directed the men at the tackles to lower away.

The boat was a small one of four oars, built of very light wood, and had taken the place of a large heavy one, which had been damaged ; so that the tackles were too large for her ; and her weight was hardly sufficient

to draw the rope through their pullies. The stern tackle was lowered more freely than the other; and the more the stern of the boat went down, the more the rope of the foremost tackle was jammed in the pullies by lying obliquely to their direction, so that it stuck fast. The roaring of the wind and sea made the orders given from the outside of the ship, not easily heard; and our calling out to "hold fast the stern-tackle," was not attended to until the stern of the boat came bang down upon the sea with every lee-lurch, while her bow was still suspended by the foremost tackle, which could not be unhooked; and again, with the weather roll, we took a flying leap into the air, of twenty or thirty feet. We were retained in the performance of these involuntary vaultings until they had been several times repeated. I had hung the rudder, and held by the after tackle, in order to be in readiness to unhook it and throw it clear of the boat; but when it slackened, by her stern coming on the water, I luckily had presence of mind enough, before I did so, to look forward, in order to see if the fore tackle was ready to be unhooked at the same time; and as the boat was hung by it, to hold fast. Had I suffered the after tackle to be unhooked, we should have been swung into the air by the one tackle alone, and coming down with the lee-lurch right on end, we should have been dashed, not on the water, but into it. The remedy was at length perceived: a man was sent out on the davit to overhaul the foremost tackle; we unhooked, and got clear of the ship.

We had nothing now but fair play, and a rough sea to encounter. To pull to windward was the least dangerous part of our task; and we rose over the precipitous waves that met us like a sea-gull. When we had worked at this for about a quarter of an hour, we began to fear that our labour was in vain. We had as yet seen nothing of the man; and now we supposed that we must have passed over the place where he had fallen, and that he had gone down. The men looked wistfully at the ship, which was driving fast to leeward. "Let us give way, and try to find the grating, and then we shall be sure." They again plied their oars. In a high sea it is not easy for a person seated in a little boat to see anything floating which does not rise much above the surface: in fact, it is physically impossible, except at such time as the boat and the object looked for happen to be each on the top of a wave at the same instant. From the top of one wave the surface of the water can only be seen between it and the next: the heads of the more remote, only show themselves on a level with the nearest ones. Thus we had as yet seen nothing of him, and had nearly given up the endeavour, when the happy coincidence of our rising to the top of a wave at the same time with him occurred. I fancied that I saw for an instant an erected arm, and called out to encourage the men. The next wave on which we rose removed all doubt, and showed us the man still boldly floating nearly breast high, supported by the grating, and not far from us. A little more rowing enabled us to reach him: the bowman laid in his oar, and pulled him on board. Having accomplished this, he laid hold of the grating to pull it in also. This operation appeared to add to the dangerous situation of the boat by pressing her bows down into waves over which she already seemed to rise as by a miracle. I therefore called out to the bowman to quit it, and resume his oar; but the man, with more coolness and more foresight than myself, remon-

strated by saying, "It may be useful to us, sir." He was allowed to proceed, and followed up his precaution by putting the grating carefully under the thwarts, or seats, of the boat. It was lucky he did so; for the buoyant power of the grating thus placed, added to the lightness of the boat, made her a complete life-boat, and saved our lives.

Lord Byron observes, that a "tight boat will live in a rough sea;" and so she will, particularly when going with her bow to it. But it may prove too much for her, and is more likely to do so if following upon her quarter, as we now had it on our way back to the ship. The appearance of the waves as they curled over her, could hardly justify the hope of her surmounting them, as a black squall came on. After rising over many that appeared ready to swallow us, one fellow came, whose curving crest projected his head over us with all the gracefulness of a swan's neck. As the boat's stern rose erect on this wave, her head was pressed under the surface, and the wave impelling her forward, launched us under water while it rolled over us. At this moment several thoughts passed fleetly through my mind; the chief of which was, that the chance of meeting my friends again in this world was now up. We held instinctively to the boat, which came out on the other side of the wave, not keel up, as I should have expected: indeed, I cannot now understand how it was that the impelling power of the wave did not turn her over when it launched her under water head foremost. Out she came, however, on the other side of the wave, waddling like a duck. When we found that she was not to go down with us, we caught three out of the four oars; the other went astern with our hats and every loose thing in the boat. The lightness of the wood she was built of, and the buoyant principle of the grating, which now floated and pressed upwards against the thwarts, bore her up with her rollocks well out of the water; while, as she waddled from side to side, more of the water which was in her was thrown out. When I perceived this, I made the man whom we had saved, sit down in the bottom of the boat, with his head only above water, in order to his displacing his own bulk of it. He was a heavy man, and not now capable of much exertion. Two of the men whose hats were saved by being fastened with rope-yarns, were employed to bale with them. The other two got their oars out, while I resumed my place at the helm, and steered for the ship no longer, but directly before the sea, across her wake. For some time it seemed labour in vain; and once, when we had got the boat half baled out, another sea, without the ceremony of lifting us, as the former had done, rolled over us; but we had learned by this time, that all is not lost that is in danger; so we baled away again, and steered before the wind until we had got to leeward of the ship; watched an opportunity to round to; and being now able to pull for her with the sea on our bow, we ultimately got safe on board.

ON A METHOD OF FINDING THE LATITUDE AT SEA.

BY LIEUT. RAPER, R.N.

A METHOD of finding the latitude by means of two altitudes and a short interval of time between them, but by a process entirely different from a double altitude, and much shorter, is given in Ducom's *Cours d'Observations Nautiques*, 1820. The method admits of a longer interval in high latitudes, and affords the most correct results when the body is near the meridian, hence it is particularly adapted to the variable climate of these latitudes where the sun frequently breaks out at short intervals about noon, although he cannot perhaps be observed exactly in the meridian, and when, in consequence, the latitude is often considered as lost for the day.

Ducom states in his preface that this method was practised with complete success in the voyage of Le Bordelais round the world, under the command of M. de Roquefeuil, but he has given no further evidence of the truth of the assumption on which he proceeds, than that it appears from the figure to be a plausible supposition; nor has he afforded any means of judging of the kind of accuracy to be expected from the result. *This omission probably accounts for the silence of succeeding writers on navigation with respect to a method which displays considerable ingenuity and possesses peculiar advantages, since, without examination of the principle of the operation, it would be impossible to know, in observations with *different* intervals, how the errors inherent in the method itself might be mixed up with the unavoidable errors of observation, or even whether the resulting latitude is always, or only on some occasions, too great or too small. The method, if generally known, would no doubt prove very serviceable to navigators. Capt. W. F. W. Owen has made great use of it, and no other authority for its recommendation need be adduced.

It is proposed in this paper to add to the method as given by Ducom, the means of estimating the degree of confidence which an observation taken under given circumstances may be entitled to, and also of removing, very nearly, the error of the method itself when the interval is extended, as circumstances would frequently oblige it to be, considerably beyond the *twelve minutes* assigned by the inventor as the most favourable limit of duration.

The altitude of a body whose declination is confined to the tropics is observed within an hour or an hour and a half of the meridian, and about ten or fourteen minutes afterwards, another altitude is observed; the difference of altitudes in the interval furnishes the latitude.

Instead of one altitude at each time, a mean of two is of course preferable, especially at sea, or even of more, provided they can be taken in quick succession; but if not, each should be combined with another towards the end of the interval, and the pairs worked separately; and since the difference of the altitudes is the basis of the operation, they should be taken as nearly as possible under the same circumstances, that is, not only by the same observer and instrument, but from the highest elevation he can conveniently observe from, so as to obtain the sea horizon as even, and therefore as distant, as possible, and accordingly it is better to observe when the ship is on the top of a sea.

Having corrected the altitudes (reduced to the same place of observation in the usual way) carefully, take their difference and their mean, which call the altitude; turn the interval into space, and find the polar distance to the time; then

RULE. Add the log. diff. alts.*; ar. co. log. interval, and log. cosec. pol. dist.; the sum is the log. sine of A.

To log. cos. A add log. cotang. alt.; the sum is log. tang. of B. Take

* These logs. are taken out at once from tables with a sexagesimal scale, as Mr. Babbage's, Bagay's *Tables Astron.*, &c. If such tables are not at hand, the difference and interval must be turned into seconds, as is done above.

B from the pol. dist.*; and to log. cosine of the remainder add log. sec. B and log. sine alt.; the sum is log. sine of the latitude.

Example.—Aug. 23, 1832, long. 10° W., obtained the true alt. of the sun's centre at the annexed times,—the watch slow about ten minutes.

	12 ^h	9 ^m	18 ^s	1st alt.	49° 41'	59.5'
	12	20	7.4	2d ditto	49 26	54.5
Interval . .	10	49.4		Diff. of alts. or 905".	15 5	
Do. in space 2 42 21 or 9741".				Mean alt.	49 34 27	
Diff. alts. log. . .		2.95665				Cos. A. 9.99804
Interval ar. co. log. . .		6.01140				Cot. alt. 9.93036
Pol. dist. cosec. . .		0.00862				
A = 5° 26' 17" Sin. 8.97667				B = 40° 17' 54"		Tan. . . 9.92840
				Pol. dist. 78 37 24		B. sec. 0.11765
				Remain. 38 19 30		Cos. . . 9.89460
						Alt. sin. 9.88152
				Latitude 51 32 15		Sin. . . 9.89377

Too great by 37".

When the co-latitude is less than the polar distance, as it is here (and must always be when without the tropics), the resulting latitude is too great. But when the co-latitude is the greatest, the latitude is too small.

The error is very small at small intervals.

That case is evidently the most to be depended upon in which inaccuracies of observation will produce least effect on the latitude found. Now the error of most consequence, and the most likely to occur, is an error in the observed difference of altitudes; and its effect on the resulting latitude, in any case, is found more concisely by the following rule, than by repeating the calculation:—

RULE.—Add the log. tan. A, log. cos. alt., log. cosec. interval, and log. sec. lat. The sum (rejecting tens) is the log. of the error in lat. in miles and decimals, caused by an error of one minute in the difference of alts.*

The example treated by this rule as in the margin, three figures being enough, gives an error of 2.1 miles. Now the alts. observed could certainly be depended on to 15" each, or to 30" on both; and since 30" is half 1', the lat. cannot be doubtful, on this ground alone, to more than the half of 2'.1, or to one mile.

Tan. A. . . .	8.978
Cos. alt. . . .	9.812
Cosec. interval . . .	11.327
Sec. lat. . . .	0.206

Error, 2'.1; Log. 0.323

It is evident, on inspecting this short process, that if tan. A were greater (i. e. A greater), the error, in lat. would be greater, or the latitude would be uncertain to a greater degree; and, again, still less uncertain if A were less; and this is the reason why the method is restricted to a certain distance from the meridian, and why it is useful when near it. The limit of application assigned by Ducom is marked by the change of alt. being less than 7' in one minute of time. This is easily found by the product of nat. sine of true azimuth (observed and corrected for variation) by nat. cos. lat., being less than .5, this product here will be found to be .09 × .98 = .08, which shows the case to be greatly within the limits.

It will be evident, also, that if the interval were less, the error would be greater: this shows that the interval must not be too small;—yet Captain Owen has informed me that he has found even 5 minutes sufficient, when very near the meridian.

* Since the pol. dist. is reckoned from the elevated pole, the method cannot be applied till the observer knows at which side of the equator he is. If the co-lat. exceed the pol. dist., add B to the pol. dist.

The interval of time is not so liable to error, nor can an error of 4" (under the above limit) ever be of half so much consequence as 1' in the diff. alts. This shows that a very indifferent watch is good enough for this purpose. If the watch is gaining, the interval shown by it will be too great—if losing, too small: the mode of correction is obvious.

When the interval amounts to a quarter of an hour, the latitude found will begin sensibly to differ from the truth. The chief cause of this is, that the mean of two altitudes of a body in or near the tropics (as the sun and moon) is *always less* than the altitude at the mean of the times of the altitudes. This will be clear on consideration*. Hence the altitude employed is too small, and the latitude erroneous accordingly. The proper altitude is calculated very nearly by the following rule:—

Having found the latitude, approximately, as before,

RULE.—To log. sin. A add log. cos. alt. and log. sec. lat.—the sum is the log. sine P.

From P take $\frac{1}{4}$ of the interval, then to log. sine of the remainder add log. cos. lat. found, log. sin. pol. dist., log. sec. alt., and log. $\frac{1}{4}$ interval, the sum is the log. of the charge of altitude in seconds; which, subtracted from the greater alt., leaves the proper alt. nearly at the mean of the times of observation; with which find the lat. as before†.

NOTE.—The latitude, thus corrected, will still be, if a sensible error remains, as the first was, too great or too small.

Example.—Aug. 23, 1832, long. 10° W., obtained the true alts. of the sun's centre at the annexed times,—the reduced pol. dist. being 75° 37' 26".

	12 ^h 19 ^m 8 ^s			1 st alt.	49° 41' 59.5"
	12 40 3.7			2d ditto	49 7 4.5
Interval	20 45.7				34 55 (= 2095")
Do. in space	5° 11' 26" (= 18686")	Mean alt.	49 24 32		
Half do.	2 35 43 (= 9343")				
Quarter do.	1 17 51				
The process for the approximate lat. gives A = 6° 34'; and approx. lat. 51° 34' 44".					
The process of correction, by the present rule, stands thus:					
Sin. A.	9.0583	Sin. remainder	8.9878		
Cos. alt.	9.8133	Cos. lat.	9.7934		
Sec. lat.	0.2066	Sin. pol. dist.	9.9914		
		Sec. alt.	0.1867		
P = 6° 52' 40"	Sin. 9.0782	Log. $\frac{1}{4}$ interval	3.9705		
Subtract 1 17 51					
Remaind. 5 34 49		Change of alt.	0° 14' 11" = 851"	Log.	2.9298
		Greater alt.	49 42		
		Corrected alt.	49 27 49		

The latitude recomputed with this altitude is 51° 31' 38",‡ which is exact, no sensible error remaining.

In practice there is, of course, no occasion to work to a few seconds.

By employing this mode of correction, the interval may be extended to an hour, in all eligible cases, with sufficient accuracy for sea purposes. Thus, in lat. 60 deg., with an interval of 1^h 30^m, the correction will leave an error of 1' 30"; but, with an interval of 1 hour, only 12" or 15". In lat. 40°, and the body at its least polar distance, the error will be 2' 40"—at its greatest pol. dist. only 18". When the merid. alt. is 75°, the error is 4'; but in this

* The difference is apparent in a short time when the body is near the meridian, though it is not noticed in the practice of navigation (as in reducing altitudes to the time of a mean lunar distance.)

† Four figures are sufficient; and the process of correction gives but little trouble, if such logarithms as may be taken out in the course of the first operation are set down for the process of correction at the same time.

‡ The diff. of the approx. and corrected latitudes is always less than that of the mean and corrected altitudes. The change of alt. may be some degrees.

case the body moves too near the prime vertical. These are all extreme cases—that is, the greater altitude is the *meridional* altitude, in every other case the error is less, and with smaller intervals quickly disappears. It is perhaps advisable to exclude all altitudes above 72° . Ducom has not provided for an intertropical case at all; and Captain Owen does not approve of the use of the method in low latitudes; but it would manifestly be inconsistent to exclude the tropics altogether, while we admit latitudes within equal limits of the extremes of declination. This power of prolonging the interval greatly extends the application of the method; for without it, an altitude, however accurately observed, if not followed by another within 14 minutes, becomes useless; and either the opportunity is lost, or a still longer interval must be suffered to elapse in hopes of a double altitude;—whereas, by the proposed addition, if a second altitude can be obtained the latitude is secured one way or the other.

The long interval has this advantage, that the difference of altitudes need not be so exact, and that, in consequence, the observation may be taken at a greater distance from the meridian; but, on the other hand, the very short interval the problem admits frees it from the uncertainty of the run, and other errors which vitiate the double altitude.

The last correction, though a needless refinement in most cases at sea, is the change of declination during the interval, because it affects the difference of alts. To find this, compute the change, d , of declination in the interval; and having found A as before, to $\log. \cos. A$ add $\log. \sin d$; the sum is the $\log.$ sine of an arc to be added to the second altitude when the pol. dist. is increasing, or subtracted when decreasing. The difference of alts. now taken is that to be used for the latitude.

In the twilight, when the horizon is well defined, a bright planet may be employed.

The principle of the method, and the additions here proposed, are necessarily given with the utmost conciseness.

Let PZS be the usual triangle formed by the pole, zenith, and star; by a small change in ZPS let the star move towards the meridian, as to T , then SPT being very small, ST is perp. to PS . Draw TO perp. to ZS , then So is the diff. alt., and $ST : So :: 1 : \cos. TSo$ ($= \sin. ZSP$) and $ST = SPT \sin. PS$. But the altitude changes faster at S than at T , \therefore the actual change observed belongs to a point, A , between S and T , whose zen. dist. is between ZS and ZT , then $\angle A, ZA$, and PA give PZ .

Let $PS = p, ZS = z, ZPS = P, ZSP = \theta, (A), ZT = z', ZTP = \theta'$ and $PZ = l$, then $\frac{dz}{dP \sin. p} = \sin. \theta$, and $\frac{dz'}{dP \sin. p} = \sin. \theta'$.

Now if $u = f(x)$, and h be so small that $d^2u = 0$, then $\Delta u = \frac{1}{2} (du + du')$ suppressing denominators*. Hence $\frac{\Delta z}{\Delta P \sin. p} = \frac{1}{2} (\sin. \theta + \sin. \theta')$ when ΔP is small, $= \frac{1}{2} \sin. (\theta + \theta')$ nearly $= \sin. \theta$, also z , corresponds to θ , and z' to θ' , \therefore ultimately $z = \frac{1}{2} (z_1 + z')$; hence $\cos. l = \cos. \frac{1}{2} (\theta + \theta') \sin. \frac{1}{2} (z_1 + z') \sin. p + \cos. \frac{1}{2} (z' + z_1) \dots (1)$.

When P varies, θ and z vary, p being constant, and supposing l to vary, dl consists of $d z$ and $d \theta$, both functions of P , and it may be proved that these increasing and decreasing together, partially destroy each other's effects in the latitude, and \therefore the method holds good in practice longer than would at first be supposed. With regard to the error of supposition on which (1) is deduced,— $\sin. \theta$ differs from $\frac{1}{2} (\sin. \theta + \sin. \theta')$, but d^2z, d^2z' enter the difference, \therefore it is in vain to expect a computable expression from this track, and the simplest view of the error seems to be, to consider it as the excess of $\frac{1}{2} (z_1 + z')$ over z . It may be proved that θ is always nearer the meridian than the middle time is, \therefore since $\frac{1}{2} (z' + z_1)$ always exceeds the zenith dist. at the middle time *a fortiori* it exceeds z . The change of alt. computed and added to z' gives z nearly. The restrictions of application assigned by Ducom, and the expression for the error, are found by the usual application of the differential calculus, the change of alt. is an extension of that application according to the theorem quoted above, which is the base of the method.

* See the theorem contained in Mr. De Morgan's demonstration of Baron de Zach's method of clearing the lunar distance, Trans. of the Royal Astron. Soc., vol. v. p. 251.

THE PAST AND PRESENT STATE OF THE CINQUE PORTS.

WHILE recently travelling through the Cinque Ports, I was forcibly struck with the degraded condition into which they have sunk. My mind was naturally led into reflections on the antiquity and utility of the once noble incorporation which they formed; to compare the greatness and celebrity which formerly hung around them, with the insignificance and nothingness into which they have fallen; and to contrast the opulence and commercial activity that once spread through their busy streets, with the poverty and loss of commerce under which they now nearly all labour.

The precise time when the Cinque Ports were first incorporated by charter is unknown, but it was at a very early period of our history; the institution being formed on that adopted by the Romans, while masters of Britain, for the defence of the coasts against the northern pirates. The difference between them consists in the number of the stations incorporated, the Roman being nine, under the governance of an officer whose title was, Comes littoris Saxonici; and the Saxon consisting of five, under the superintendence of a chief, whose title is, Lord Warden and Admiral of the Cinque Ports. There is no charter extant of the ports prior to Edward I.; and as they are not mentioned collectively in Domesday, many persons have been led to conclude, I think erroneously, that they did not exist as a corporation at the time when that ancient record was taken. Dover, Sandwich, and Romney are named as privileged ports, from which it may be inferred, that the corporation flourished at that time,—and for this reason,—Hastings has always been considered the first port in precedency, which would not probably have been the case, if it had been one of the latest privileged. The charter of Edward I. mentions immunities granted to the Cinque Ports by William the Conqueror; and, what is still more to the purpose, because it carries back their origin to the Saxon times, is, that King John, in his charter, says, that the Barons of the Cinque Ports had in their possession, charters of most of the preceding kings, back to Edward the Confessor, *which he had seen*. So, having traced them up to a Saxon origin, I must leave to some future antiquary the task of settling the precise date of their first incorporation. There is something truly noble in an institution, the origin of which is obscured among the impenetrable mists of bygone ages, and pushed back into “time whereof the memory of man knoweth not to the contrary.”

The five incorporated ports are, Hastings, Sandwich, Dover, Romney, and Hythe. Attached to each port are several limbs or members, the inhabitants of which participate in their privileges, and bear a share of their expenses. Rye and Winchelsea were united to Hastings about the first year of the reign of King John, under the denomination of the two ancient towns, and they appear to have obtained the superiority which they now hold over the other limbs, at a very early period, a charter of the year 1247 styling them, by way of eminence, *nobiliora membra Quinque Portuum*. The limbs are first mentioned in the Red-Book of the Exchequer, a miscellaneous collection of treatises, written before and after the Conquest, and collected together by Alexander de Swereford, Archdeacon of Shrewsbury, an officer of the Exchequer,

who died in 1246: and also in the Domesday of the Ports, an ancient manuscript, formerly kept in Dover castle, but now unfortunately lost; but they do not occur in any charter till that of Edward IV. By what means or for what purpose these limbs became united to the five heal ports, is now matter of speculation. The most probable conjecture is, that as the privileges of the ports were very advantageous to the inhabitants, it was not unnatural that their neighbours should desire to participate in their benefits; and on the other hand, as the services which the Ports were bound to perform at the king's summons, though extremely honourable, were also very expensive, the Ports were glad to be eased of a part of the burden by their wealthy neighbours, who probably purchased a participation in the franchises by the payment of a large fine to the head port. That the services of the Ports were preferable to those of the Church appears from a long-continued and obstinate struggle between the Abbot of St. Augustine's, in Canterbury, and the inhabitants of the town of Stonar—now annihilated, though at that period large and flourishing. Tired of their clerical master, they placed themselves under the jurisdiction of the port of Sandwich; and, in return, the town was claimed by the Abbot as belonging to his barony. Strife and discord reigned despotically between the parties, and the enraged men of Stonar beat the bailiff and servants of the Abbot while in the discharge of their duties. Thrice were they amerced in the payment of fines by the courts of law, the last of which was to the amount of one hundred marcs; but the good Bishop of Wells interceded with the Abbot for a mitigation of the fine, advising him to accept ten casks of wine as an equivalent: with a view, no doubt, to drown the remembrance of all past animosities in a libation to peace, harmony, and, good fellowship. The stout men of Stonar, thus foiled in their wishes, were again restored to the holy keeping of the church, which in this instance had certainly the greatest claim to them, the town having been given by one of our early monarchs (perhaps Canute) to the abbey of St. Augustine's, *in perpetuo*. The protracted and expensive struggle, however, made by the inhabitants, is a fact, which proves the value at which they estimated a participation in the franchises of the Cinque Ports. The duties which the Ports were bound to perform were incessant and of the most arduous character, particularly during the early years of the institution, when the narrow seas were constantly infested by numerous hordes of fierce, adventurous, and reckless pirates. Exonerated from all other services, they were bound to exert their whole naval force for the protection of the realm, for the maintenance of the free navigation of the Channel, for the prevention of piracies, and all impediments and interruptions whatsoever. Effectually to perform these services, dangerous and difficult it must be allowed, they were obliged to furnish among them fifty-seven ships, each manned with twenty men and one boy, at their own cost, for fifteen days, and for as long a period afterwards as the king pleased to appoint; but they were then entitled to receive pay for their services. The sums granted to them by the crown were by no means a remuneration for the expenses attendant on the large naval force they were obliged to keep up at all times for the service of the kingdom, and often did not cover a third part of the necessary expenditure. The ships of the Cinque Ports, therefore, were the navy of the realm, and in almost every reign

the pages of history show with how great honour and reputation the Ports discharged the sacred trust reposed in their valour, skill and bravery, by their confiding country. We sometimes find them fitting out double the number of ships specified in their charters ; and when larger ones were thought necessary, they have equipped a smaller number, at an expense equivalent to that which their service by tenure demanded. In the reign of Elizabeth they had five ships, of one hundred and sixty tons each, at sea for five months, entirely at their own charge ; and in the reign of Charles the First, they fitted out two large ships, which served for two months, and cost them more than eighteen hundred pounds.

The honours and privileges granted to the Cinque Ports, in consideration of these services, were great and numerous. They were each to send two barons to represent them in parliament ; they were, by their deputies, to bear the canopy over the king's head at his coronation, and to dine at the uppermost table, on his right hand, in the great hall ; they were exempted from subsidies and other aids ; their heirs were free from personal wardship, notwithstanding any tenure ; they were to be impleaded in their own towns, and nowhere else ; they were to hold pleas and actions real and personal ; to have consueance of fines ; and the power of enfranchising villeins ; they were exempt from tolls, and had full liberty of buying and selling, with many other privileges of less importance.

To direct the energies, to enforce the due performance of the important services, and to protect the extraordinary privileges of the Ports, an officer was created, and styled Lord Warden, Chancellor, and Admiral of the Cinque Ports, an officer of such high dignity and honour, that it has been sometimes executed by the heirs-apparent to the crown, often by princes of the blood royal, and always by persons of the first rank in the kingdom.

History affords abundant proofs of the early grandeur and importance of the Cinque Ports, situated in a district which, from the earliest periods of authentic record, has been allowed to be the most fertile, and the best cultivated in the kingdom, as well as the principal seat of foreign commerce. Here the Roman power in Britain shone in its greatest splendour ; many good ports were constructed and fortified, large remains of which exist to the present time, melancholy indications of the instability of all mundane things. The prosperity and importance of this district, the chief, or indeed the only, seat of maritime power, at that period, cannot be better illustrated than by the fact of Carausius and Allectus holding the title of emperors for ten years from the power afforded them by the naval force of Britain. But the grandeur of the Romans has faded into dimness, and of their magnificence nothing remains but mouldering ruins. Their celebrated haven, situated between Kent and the Isle of Thanet, which for position, extent, and safety exceeded any which we have remaining, is now lost ; and of their other ports, some are completely annihilated, others have become very inconsiderable, and all very greatly impaired.

Under our Saxon ancestors, by whom the Cinque Ports were first chartered, all the havens were open and in good condition, in which state they were found by the Normans, who confirmed to the Ports their ancient privileges. Through several centuries their prosperity

continued to increase; the towns were well built, fully inhabited, and in possession of a lucrative and extensive commerce; they had many fine ships constantly employed, and abounded with hardy and intrepid seamen; opulence was visible in their streets, and happiness in their dwellings. But times have sadly changed with them. Let us inquire into the causes which led to their decay. The first cause is the falling of their several havens, some by the desertion of the sea, and others from being choked up by the impetuosity of that boisterous and uncertain element. The second is the change that has taken place in the method of raising and supporting a national marine, now no longer entrusted to the Cinque Ports; and the third was from the invasion of their privileges with respect to trade.

It is evident from their history that the Cinque Ports were once safe and commodious harbours, the decay of which is attributable chiefly to the practice of innning or gaining land from the sea; the first attempts at which were made upon the estuary into which the river Rother discharged itself, between Lydd and Romney. As there were marshes here in the time of the Saxons, and as almost all the property in the neighbourhood belonged to the church, it is most probable that this mischievous practice was first introduced by their clergy. By various operations the river was forced into a new channel, and a very strong fence, called a ree, was built to ensure its perpetual exclusion. The success which attended this operation roused the cupidity of the Archbishops of Canterbury, who considering it as an excellent method for increasing their property, continued to make large and successful inroads on the sea, till the tract of land so gained may be computed at between fifty and sixty thousand acres, now become rich and fertile pastures, producing good rents, and extremely valuable.

Great and advantageous as these acquisitions appear at first sight, yet when the original cost of the works is remembered, and the immense expense attendant on keeping them in repair, the losses to which they are exposed, and the unwholesomeness of the air, occasioned by the frequent fogs and mists which always arise from lands wrested from the sea, it may, perhaps, be reasonably doubted whether the local benefits are so great as many have represented: but however great they may be, let us examine what has been nationally lost in order to obtain them.

Before these encroachments were effected upon the sea, no contention existed between that turbulent element and the shore; but as soon as cupidity made inroads upon its ancient boundary, and declared war against the order of Nature, the effects of its impetuous resentment were speedily felt. Whoever supposes he can control old Ocean, or make war upon his ancient border with impunity, will find himself mistaken, and soon discover that he knew little of the perseverance, the genius, or the power of his opponent. It retired from some towns and places where they intended it should remain, and overflowed or washed away others grown rich by its bounty; here it fretted and undermined the shore till it fell, and there it cast up beach and sand, covering a good soil with that which is both disagreeable and useless; and instead of being the source of industry and wealth, it became the engine of destruction and terror. Hastings, Romney, Hythe, Rye, and Winchelsea, with their dependencies, are now totally gone as ports, and greatly diminished in wealth and consequence. Winchelsea was once so large and handsome, that Elizabeth, during one of her progresses, bestowed upon it

the appellation of Little London. Hythe formerly contained seven parish churches, now reduced to one. Rye and Romney look as if the plague had been raging through their dull and gloomy streets, and had carried off nearly all the population. Hastings, though still flourishing as a town, owes its prosperity to its having become a fashionable sea-bathing-place; for as to a port or haven, there is not a vestige of one remaining. Thus it will be seen that private individuals, for their own benefit, have been suffered to gain from the sea fifty thousand acres of pasture land, at a cost to the nation of five safe and commodious harbours, and the ruin of their several towns: thus reversing the political maxim, that private interest ought to give way to public benefit.

Similar in state to the five towns just named is the once-celebrated and commodious port and town of Sandwich, now distant a mile and a half from the sea. This circumstance, also, is not attributable to any natural decline or desertion of the water, but to the long-continued exertions of individuals, for the purpose of gaining land from that estuary which formerly divided Kent from the Isle of Thanet. The estuary is no more, and deplorable are the consequences which have followed its loss; for towns have dwindled into villages, and villages into solitary farm-houses, throughout the entire district through which it flowed; trade and commerce have declined, and population has suffered a most extensive and frightful reduction.

In exchange for the ancient prosperity of this neighbourhood, we have large fens or salt marshes, rich in fertility and malaria; but in this, as in the former contest, the sea has had the best of it; for Bede has clearly expressed in his writings that "the Isle of Thanet was of considerable bigness, containing, according to the English way of reckoning, 600 families." Supposing, therefore, a family or a hide of land to contain only 64 acres, the smallest quantity taken by any author of credit, the quantity of land, at the time he wrote, will amount to 38,400 acres; which, exclusive of the salt marshes, is double the quantity contained in the island at the present time: we have, therefore, lost more land than we have gained, and, most unfortunately, the safe and eligible port of Sandwich into the bargain. Thus has society suffered in order that individuals might thrive: the nation's glories, her ports, her well-peopled towns, and her active commerce, have been exchanged for the miserable compensation of a few salt marshes, with their eternal aguish fogs; bartering prosperity and happiness for disease and poverty. But ought this to have been permitted? The ports of the kingdom are the property of the state,—the prosperity of its towns the care of the government; and neither the one nor the other should have been sacrificed to the rapacity and avarice of greedy individuals. That such has been the course of events may be proved by a reference to the town of Sandwich, whose port was for centuries one of the best and most frequented in the realm, producing to the revenue of the customs between sixteen and seventeen thousand pounds. But with the decay of her haven, commerce declined, and the revenue became so small, "that it was scarcely sufficient to satisfy the customer of his fee:" a dull and melancholy gloom is now spread through all her streets, and around her walls, where, during the times that her haven was good and her woollen manufactures were prosperous, nought was visible but activity, industry, and opulence. Her sun has been long and darkly eclipsed; but with a little well-directed exertion on the part of her inhabitants, and a moderate

expenditure, it might be made to shine again, though not, perhaps, in all the brilliancy of its former splendour.

Dover, the other port remaining to be noticed, is certainly a flourishing town at present; but to what does it owe its prosperity? Not to any of its advantages as one of the Cinque Ports, but to the circumstances of its being the port of communication with our Gallic neighbours, and to its having become frequented for the purpose of sea-bathing, which latter is a recent event. As a sea-bathing place it is likely it may appear cheerful and gay, even when the Continent is closed against us; but before it became a candidate for the favour of the migratory hordes of the summer months, it was, during the period of a war with France, one of the dullest towns in the kingdom.

Another serious blow to the prosperity of the ports was aimed by James I., in granting an exclusive charter to the merchant-adventurers. One of the principal sources of wealth, to the inhabitants of the Cinque Ports consisted in their commerce with Germany and the Low Countries, from which, in consequence of long intercourse with the inhabitants, they had obtained many valuable immunities and privileges. These privileges they were doomed to lose, not by having them thrown open for the public good, but by transferring them to others; an act of wanton injustice, which reflects the greatest disgrace on its authors and supporters.

The last calamity which I shall notice, is the attack which was made upon their home trade. They were, by their charter, to have full liberty of buying and selling, which privilege was opposed by the citizens of London, who disputed their right to buy and sell freely their woollens in Blackwell Hall. The charter of the ports is one hundred years older than that of London, but, notwithstanding this priority of right, the citizens of London prevailed. The result was indeed calamitous, for after the decay of the haven, the chief source of prosperity to the town of Sandwich consisted in the woollen manufactures, and as the freedom of buying and selling was now denied, the manufacturers immediately removed, and were soon followed by the owners of the trading vessels, and the merchants; and thus basely deprived of those advantages from which arose their ancient opulence and splendour, they sank with rapidity into that insignificance and poverty which have unfortunately remained their inseparable companions up to the present hour. Among the princes who have executed the high and honourable office of Lord Warden of the Cinque Ports, we find the names of the brave and unfortunate Harold, in the time of the Confessor, and Edward, Prince of Wales, in the time of Henry III. Henry V., when Prince of Wales, held this office, which was afterwards filled by Humphry, Duke of Gloucester. James II., when Duke of York, was Lord Warden, as was also Prince George of Denmark, with many other princes of the royal blood. In celebrated names among the nobility, the catalogue of Lords Warden is eminently rich. The family of Fiennes occurs frequently, as does also that of Montfort. Hugh Bigod; several of the family of Cobham, as well as the names of Burghersh, De Grey, Beauchamp, Basset, and De Burgh, are studded over the calendar, in the early reigns. Edward, Lord Zouch, and George, Duke of Buckingham, were Lords Warden in the reign of James I.; since that period the office has been filled by the Duke of Ormond; the Earl of Holderness, whose attention to the advantages of the ports was great; Lord North, the late Mr. Pitt, whose

affability and condescension, added to a real regard for the prosperity of the Cinque Ports, and an unremitting attention to the duties of the Wardenship, gained him universal esteem; and lastly, by that honest and respected statesman, the late Earl of Liverpool. The mantle of the ports has now fallen on his Grace the Duke of Wellington, than whose name there does not exist a greater in the catalogue of Lords Warden. The public spirit displayed by the Duke, since his wardenship, cannot be too widely known, nor too highly applauded,—his Grace having paid into the Treasury, for the public service, the whole amount of the proceeds of his office, as Lord Warden, thus furnishing a noble example of magnanimity and disinterestedness. Zealous for the public good, and eminently skilled in whatever relates to the great public works of the kingdom, no doubt can be entertained, that, during the wardenship of his Grace, all that zeal and talent can do will be accomplished for the improvement, and for the restoration of the prosperity, of the once flourishing towns of the Cinque Ports.

MEMOIR OF THE SERVICES OF THE LATE MAJOR-GENERAL SIR CHARLES ASHWORTH, K.C.B., AND K.T.S.

THIS officer in 1798, purchased an Ensigny in the 68th, or Durham Regiment. He joined that corps (which had recently returned from the West Indies) in Boyle: he purchased a Lieutenancy in the same corps in 1799, and proceeded with it to Swinley camp, and also to the camp formed at Weymouth, composed of the light infantry companies of several regiments. In 1800 he embarked with his regiment for the West Indies, and served in Barbadoes, Martinique, and Dominica. In the latter island, the regiment suffered dreadfully from the yellow fever; and Lt. Ashworth, who was most severely attacked, was ordered on board ship, as an experiment, to save his life; he recovered, and proceeded to England. In March 1801, he obtained a company, by purchase, in the 55th Regiment, with which corps he proceeded to Jamaica, and served with it until 1805, when he obtained a Majority in the 2d West India Regiment, also by purchase, and from that regiment he exchanged in 1808, into the 62d; after serving some time with the latter corps, he obtained, upon his appointment in 1810 to the Portuguese army, the rank of Lieutenant-Colonel; shortly after that of Brigadier-General, and subsequently, that of Major-General, when he obtained the command of a brigade, consisting of the 6th, 18th, and a regiment of Caçadores; the brigade was attached to the second division, (commanded by Lord Hill,) and Major-General Ashworth continued under the command of that distinguished officer until the termination of the war in 1814.

He was present at the battles of Busaco, Fuentes d'Onor, Arroyo de Mosulinas, the storming of the forts of Almaraz, the retreat to the frontiers of Portugal in 1813, the battles of Vittoria, the Pyrenees, the Nivelle, and the Nive. At the latter he was severely wounded, and compelled to return to England. On recovering, he rejoined his brigade in the south of France, and on the conclusion of hostilities, in 1814, he marched with the brigadé back to Portugal, where he remained until the revolution, on which event the British officers in the Portuguese service were required to leave Portugal. Since that

period, the Major-General remained unemployed. He had the Brevet of Colonel in the British army in 1819, and of Major-General in 1830.

Sir Charles Ashworth had the honour of being a Knight Commander of the Bath, of which order he was previously Companion: he was also a Knight of the Tower and Sword of Portugal. He died on the 13th of August last, leaving a widow and four children.

The following letter from that distinguished General Officer, the late Sir William Stewart, may be considered a proud testimonial of the services of Sir Charles Ashworth.

“ Petite Mingere, Dec. 17, 1813.

“ MY DEAR SIR,—Nothing less than the incessant occupation which the consequence of the late action has given me, could plead my apology for having been so tardy in expressing to you the warm sentiments of admiration which I have felt for the gallant conduct of yourself, and of the brave brigade under your command on that occasion.

“ The obligation which I, individually, was under, for your valuable support on the 13th instant, was trifling in comparison of that which I conceive our cause, and the Portuguese army in particular, to have been placed under by your exertions and excellent arrangements previous to and during that action.

“ To the very judicious manner in which you had posted your piquets, and supported them by your battalions, and to the just *reconnaissance* which you had made of your position on the 12th instant, I attribute very much of the success of our proceedings on the succeeding day: the alertness of your corps at its several alarm posts; and finally, the distinguished gallantry of your officers and men, crowned with success one of the most hard contested affairs in which the allied forces have been engaged.

“ I have felt it to be my duty to expose my sense of your merit, and of the Portuguese troops, both to Sir Rowland Hill and Marshal Sir William Beresford; and have, perhaps, only failed in adequately expressing all that is due, and half that I have felt, upon the occasion. I have called the attention of these, my superior officers, to the admirable conduct of your three commanding officers, Lieutenant-Colonels Grant and Fearon, and the late Major Joze. I have likewise recommended very warmly Captains Berges and Lumley of the 18th Regiment, and shall be gratified if you give me an opportunity of being acquainted with any other officers' names who may claim your approbation for their good conduct on the 13th instant. If it were your wish, I shall be happy to be the conveyor of your sentiments in their favour, either to Sir Rowland Hill or to Marshal Beresford.

I infinitely regret the deprivation of your services, and trust that your wound is doing well. If I can further your wish on any subject connected with the brigade under your command, I need scarcely assure you that it will be a source of gratification to be so called upon by you.

“ I have the honour to be, with regard,

“ Your faithful servant,

“ W. STEWART, Lieut.-General.”

“ Brigadier-General ASHWORTH,

“ &c. &c.”

THE LATE COURT OF INQUIRY.

"Hæc tum" (fama) "multiplici populos sermone replebat
Gaudens, et pariter facta atque infecta canebat."—*Virgil, Æn., IV. v. 189.*

THE proceedings, of the Court of Inquiry, held to investigate the circumstances that led to the punishment of Somerville, late a private in the Greys, having been laid before Parliament, we proceed, according to promise, to offer a few very brief remarks on the subject; we say brief remarks, because the case is now so plain as hardly to admit of any lengthened comments, unless extended by far-fetched digressions or party *tirades*, both of which the reader will, we are sure, allow that we are pretty successful in avoiding, whenever the nature of the discussion carried on will permit us to do so.

We shall first state the simple facts of the case; at all other times, and when men were permitted to use the moderate share of judgment that providence has vouchsafed to our species, these would of themselves have spared us the trouble of adding even the few observations that party misrepresentation forces us to annex for their just understanding.

It appears, then, that Somerville, a four-months' recruit of the Greys, who, in the infantry would already, from the greater facility of acquiring the exercise, have been termed a young soldier, wrote a letter to the editor of the *Dispatch* newspaper, stating, among other matter, that the regiment would not "act against the people." This expression Somerville himself did not attempt to define, using it probably as a mere radical phrase in general circulation, and not knowing that it is one on which, in these times, every party put their own interpretation. There are plenty of persons at this moment, who denominate all attempts to maintain the tranquillity of the country, "acting against the people;" the putting down of the Bristol mob was, according to their creed, "acting against the people," and would no doubt, have been so in a most atrocious degree, had the destroyers of that splendid city been arrested two days sooner in their laudable and levelling career. Who is then, in case of emergency, to decide what is "acting against the people," or merely putting down a riot? Are all such questions no longer to be left, as heretofore, to the decision of the government and constituted authorities, or are soldiers to meet in deliberation and determine, by a show of hands, what quantum of pelting and burning is legally permitted to the people of these realms? Is there any man of ordinary discretion in the empire, who does not know to what result such military deliberations would inevitably lead? In this land of freedom, the army have no means or power to act, except by order of government, and in support of the laws and civil institutions of the country against robbers, incendiaries, disturbers of the public peace, and brick-bat politicians, they can act, of course, when called upon by the magistrates; but against the peaceful they cannot act: there is no known spring or impulse that can set them in motion; and in the service we know and obey no mysterious influence. Nor is there an honest man in the country who is not fully aware, that however violent he may be as a political partisan, he can yet safely defy the

whole British army, from the commander-in-chief down to the very apothecary of the forces himself. But the demagogues took care to point out no such distinction, and when a soldier wrote to say that his regiment would not act against the people, the instigators to mischief naturally put their own construction upon the encouraging assurance; well knowing that from what may so easily be termed the harmless hooting of an obnoxious individual to the burning of a town, is no very difficult step: *il n'y a que le premier pas qui coûte*.

At a moment of such excitement, and in a district so greatly excited as the neighbourhood of Birmingham, such a letter was therefore of a most dangerous tendency, as it might have led the ill disposed, and the thoughtless, to the commission of crimes that unfortunately want no precedents. It was encouraging the many also, who by main force wished to carry into effect some of the wild and visionary theories of government that every day was giving rise to, and was, besides, endangering the safety of the entire regiment, for had the libel been believed at the Horse Guards, and such a thing was, of course, possible, it would not only have ruined every officer in the corps, but might have caused the virtual transportation of every soldier in it, by causing the regiment to be permanently sent to some of the temporary and unhealthy stations bordering on the Indus. We formerly, when in ignorance of the particulars of the case, then in course of inquiry, refrained from giving any opinion as to the criminality of this letter, but our doubts are removed, and we have no hesitation in asserting, that the writer should have been brought to a general court martial for inditing a libel so fraught with danger to the peace of the district, and to the safety of the corps.

Before, however, any steps could be taken on the subject, Somerville, emboldened by impunity; or trusting perhaps to the support of confederates whose alliance, it would appear, from some recent revelations in *The Edinburgh Evening Post**, dates some time prior to his enlistment as a regimental incendiary, committed another crime, and, as we formerly stated, the greatest that a soldier can be guilty of—he positively refused to obey the orders of his superior whilst in the actual discharge of his duty. For this crime he was necessarily punished; and though the Court of inquiry were of opinion that, in consideration of the peculiar circumstance of the moment, Major Wyndham should have reported the case to the general commanding the district, we confess that those very circumstances induce us to think that the Major acted rightly in immediately punishing so glaring and flagrant a breach of subordination. Much stress has been laid on the shortness of time that elapsed between the passing and the execution of the sentence; and however usual so summary a mode of proceeding may be in the cavalry, we cannot, on this point, help agreeing with the complainants, not that it improves their case, or alters in the least the character of the transaction, but time should, as in the infantry, be given for irritating passions to cool down, as well as for any extenuating circumstances, if any such exist, to come to light. We are, of course, speaking generally, for in Somerville's case we see no extenuating circumstances,

* In that paper for the last month some curious light is thrown upon the *previous habits and connexions* of the radical gardener.

though we perfectly agree with the Court, in thinking that Major Wyndham was wrong in talking politics with a recruit whom he was about to punish.

The newspapers gave, however, a different colouring to the affair; they pretended that Somerville being only a recruit, could not know the obedience due to the orders of his superior, and was besides incapable of riding the wild animal, only in shape a horse, that he was purposely directed to mount, in order that he might be afterwards punished for disobedience or incapacity. Let us see how these assertions will stand the test of ordinary investigation.

There is nothing that a soldier learns so soon as obedience, or the submission due, in all military matters, from an inferior to a superior: no man can be a week in the ranks without a perfect knowledge and conviction of the subordination existing, and necessarily existing, in the army; to plead ignorance of it at the expiration even of so short a time, would be to assert a falsehood, or to give an almost certain proof of mental aberration. With riding the case is however very different, for there are men that can never learn to ride, some from nervousness or timidity, others from weakness or personal defects, and such should of course steer clear of the cavalry. There are also professions that tend to make men bad riders, and sailors are supposed to be the worst of the bad; but in their case it is entirely owing to the want of practice, for, except as to handling and personal carriage, there are few sailors who in the course of a week would not sit a horse with the firmness of a hard rider, as their active habits and vocation naturally develop that strength and fearlessness so essential to good horsemanship, and without which all the teaching in the world will never make a man a perfect equestrian. On the other hand, a very few weeks or even days should enable any hale man, who could pass as a recruit, to equal your best dandy exhibitions round the ring in the Park, or to ride what may be termed an ordinary troop-horse. As to a band horse we say nothing, for in point of docility such a steed is pretty nearly on a par with a rocking-horse, and the fiercest of them might be safely rode by any gentleman of the liberal press who could bring himself to face the pawing, neighing, and ear-cocking tricks of so formidable a quadruped.

Driven from these points by the clearest evidence, most of the radical papers have, as best they might, stolen away from their original assertions, resorting, as usual, to the low and unworthy abuse they are in the habit of heaping so liberally on the officers of the army. We shall not pursue the twaddlers in their flight, but merely content ourselves with showing up the two cleverest as offering amusing specimens of radical evasion. The Spectator, which has been one of the loudest vituperators of the army on this occasion, instead of honestly retracting, on the publication of the proceedings and opinion of the Court of Inquiry, tells its readers that "no other result was looked for from a court composed of military men only, no disappointment has, therefore, been experienced, as the country expected nothing else." The Spectator in this assertion not only forgets the sentiment so justly expressed by Voltaire,

"Qui croit toujours le crime n'en est que trop capable,"

but it also forgets that from its own previous statement the country

expected to find that a mere recruit, ignorant almost of the obedience due to his commanding officer, had been ordered to perform some almost impracticable equestrian feat on an unbroken horse, that not even a Castor or a Pollux could have ridden, and that the man was subsequently punished for failing in what, it is well known, he was incapable of performing. This is what the readers of the *Spectator* and other radical papers expected to find from the proceedings of the Court, and in this expectation they have been most woefully disappointed.

The Examiner goes more boldly to work, and, totally unmindful of the fact, that Somerville had a legal adviser present in court, who could easily have cross-questioned a few simple and off-handed dragoons, at once declares the whole evidence brought forward to establish the docility of Somerville's Bucephalus, to be a mere fudge; assuring its Cockney readers that every fiery steed of the kind is sure to be pronounced in law a mere lambkin, as soon as it has broken the heads and necks of a sufficient number of skilful riders. The cause of this strange legal or physiological phenomenon surpasses our comprehension, but without in the least questioning its accuracy, we would just remind our subtle contemporary that a band horse, which can be rode by a man whose attention is engaged and whose hands are so completely occupied with his musical instrument as to prevent him from using the reins, must of necessity be the most docile of all quadrupeds.

"Oh what a tangled web we weave,
When once we practise to deceive!"

We now come to the last point of the enemy's position, it is just as weak as the rest. It is stoutly maintained that Somerville must have been punished, not for disobedience of orders, but for what is termed his political offence, because Major Wyndham, in addressing the regiment after the sentence of the court-martial had been carried into effect, spoke merely of the danger of meddling in politics, and said not a word about the military part of the affair. Major Wyndham may, for aught we know, be just as bad a speaker as most of the radical orators of the day, but we do know that if he warned the men under his command against attending political meetings and listening to seditious harangues, the tendency of which the declaimers themselves very often did not understand, he did his duty, and a duty that circumstances imperatively called upon him to fulfil; because there was *then* too much reason to believe that some of the wild and new-fangled doctrines, every day sported at these silly meetings, led Somerville, who was, up to that time, supposed to be a novice in radicalism as in horsemanship, to the commission of his military crime, and might have led others into similar errors. To hand back to the Examiner its often quoted and witty illustration, placed only in something of a juster light, we do maintain that it would be the duty of a judge, in trying a man for an assault, "to warn the prisoner's comrades against snaring pheasants," if so captivating an amusement had occasioned the crime under trial, and threatened to bring more offenders to the same fate. And now, gentlemen of the radical press, let us ask with Görtz of Berlichingen, "*wie gefüllt euch unsere neueste Bekanntheit?*"

But it will be asked, cannot corporal punishment, so repugnant to the feelings of the age, be altogether abolished in the British as well as in foreign armies? We fearlessly answer, *yes—easily*: raise the

soldier's calling in the scale of society; improve his prospects and condition, so as to make expulsion from the ranks a punishment; and the lash will naturally vanish of itself. But as long as you leave the profession of arms one of unrewarded toil and danger, leading to little more than premature old age, neglect, and poverty, it is absurd to suppose that you can ever command a sufficient number of recruits (even if you could guess their character on enlistment) who can be controlled and governed by moral and honourable feelings alone. In the army, as in all other situations of life, reckless and desperate individuals, ready enough to corrupt others, will at all times be found; and the very necessity for containing large bodies of armed men in perfect tranquillity when at home, and of guiding them quickly and simultaneously on one point and to one object when on service abroad, imperatively demand that some prompt, severe, and dread-inspiring punishment, and one that need not ultimately deprive the country of the offender's services, should be kept impending over the heads of the turbulent, idle, and refractory. And what better punishment than the one now in practice can be devised? We wish to see the lash fall into disuse, by the absence of crime, and much has been done to effect this, owing to the exertions of the late Duke of York, supported by the officers of the army; but neither the country nor the government ever did anything to aid these laudable efforts.

But this particular punishment is, it seems, 'brutal, barbarous, and degrading to the character of the soldier.' We have stated, over and over again, that our boasted age is after all governed by mere phrases; and in the kind of *tirade* here quoted, as a specimen of the reasons generally advanced in support of the abolition of corporal punishment, we have another illustration of the truth of our assertion. The reciters of this kind of philanthropic sentences forget that it is crime and the commission of crime that is degrading; the infliction of the deserved punishment, whatever be its nature, is a very secondary thing. The civil law awards punishment with the lash for various offences, yet what *innocent* and *virtuous* man feels himself in the least degraded because a pickpocket or a scoundrel is liable to be flogged? As to being barbarous, let us ask whether hanging and shooting are less so? Or is it less brutal to send a man in irons to the galleys, or to be confined with the most desperate and depraved fellows in gaols or on board of the hulks, than to send him to the halberts? In the services we must, unfortunately, have stern and severe punishments; for dandy and drawing-room punishments would be ill adapted to men who are liable to be placed, like soldiers and sailors, in the most trying, difficult, and desperate situations; where all the conventional rules of life are too often swept away, carrying along with them much of that too general kind of superficial morality, that has no better foundation. Yet what gentleman of the radical press ever knew such situations?—knew a shipwreck, for instance, at the moment when 'shriek the timid and stand still the brave'? or which of them ever attempted to quell the passions of infuriated victors, after the storming of a breach, entered over the bleeding and mangled bodies of comrades and friends? Which of these dealers in miserable and mawkish cant was ever called upon to command fierce and daring men at times when the lives of the stoutest were not worth an hour's purchase; and when the wild unnatural glee of

some, and the dark lowering looks of others, bore alike proof of a reckless 'scorning of life and all its ties'? Where is the declaimer who ever joined the desperate fray when death, rendered frightful by the most horrible mutilations, was striking thick and fast around, and when human nature stood exposed in all its weakness as well as in its greatness, whether of beauty or deformity? Those who have not witnessed such situations can know, comparatively, little of human character; for they can have seen the passions only when kept within the safe control of conventional manners; and such men are unfit to legislate for sailors and soldiers.

We have repeatedly said, that military punishment and discipline will vanish, and that armies will disband of themselves, as soon as the arrival of the age of gold shall have eradicated from the human breast the passions that unsheathe the sword. We yield to none, in the sincere wish, that so happy an era may soon open upon our afflicted globe; but as long as men and the world are what we know them to be, in these wild and changeable times, we candidly confess we see no security for foreign and domestic peace but in the existence of an army, above the influence of delusion, whose honour, loyalty, and discipline shall secure for it the esteem of our own country and the respect of other states. But to diminish the comforts and prospects of the soldier on one hand, and to break up the bands of discipline on the other, is to destroy altogether the efficiency of any armed force; and those who labour to effect these objects can plead gross and discreditable ignorance only to exonerate themselves from the charge of seeking to bring about a state of affairs totally incompatible with external peace and domestic security.

BATTLE OF DREUX.*

THE Catholic army was divided into three corps: that of the centre, commanded by Montmorenci in person, extended from the village of Lessines to that of Blainville, a distance of 1200 yards. In front was a line of mounted riflemen, drawn up in extended order; behind them a Swiss and two French solid squares; and in rear of all, four squadrons of lancers;—eight guns were planted in front of the infantry. The right wing, under Guise, appuied its left on Blainville, and its right on a wood filled with riflemen. It consisted of a German and an Italian foot regiment, with a thqusand reserve cavalry; a hedge concealed it from observation. St. André, with the left, occupied the space between Lessines and Nuisement. Under his orders were only a Gascon and a Spanish foot regiment, without any horse; but he had fourteen pieces of cannon. The whole Catholic army mustered 19,000 foot and 2000 troopers.

Coligni and Condé, on the other hand, had scarcely 4000 cavalry and 6000 infantry, to oppose this formidable host; and the latter consisted almost entirely of German mercenaries, on whom little dependence was to be placed. Their cavalry, however, were mostly veterans, full of enthusiasm and reckless of life. Four pieces of artillery formed their whole train.

* Referred to at page 521—Part I. 1832.

On perceiving the royal army drawn up across their line of retreat, the Calvinist generals held a council of war; and, by the advice of the Admiral, resolved to turn the position occupied by Montmorenci; for the corps of Guise and St. André were perfectly hid from their view.

Formed in three columns—the advance of cavalry led by the Admiral, the centre of foot by his brother Andelst, and the rear of horse by Condé—the reformed army began its oblique march; but in so doing it exposed its flank to the artillery of the Catholics, which was well served and ably directed. The troops of Coligni preserved their formation, and marched on without shrinking; but the corps of Condé was less steady, and a German regiment of light horse broke its ranks and dispersed.

Perceiving the confusion which reigned in the left of the Calvinists, Montmorenci, eager for the whole glory of the victory, left his strong position, and marched forwards to attack them. Re-formed by their generals, they met him half way.

Trampling down the mounted riflemen, Condé, with his horsemen, charged up to the pikes of the Swiss; but, on receiving their fire, his followers wheeled round and rode off. Enraged at their pusillanimity, La Noire and Mouy, the two sternest Calvinists in the army, threw themselves headlong on the square. The pikes of the Swiss broke against the steel chanfrons of their horses. With little difficulty, and without a wound, they forced their way through this dense mass of men; yet the Swiss were drawn up thirty deep, and were clad in steel helmets and gorgets, which rendered the sabre of but little avail.

The bulk, however, of Condé's troops did not follow the example set them by Mouy; and the gallant mountaineers closed up their ranks and crossed their pikes. Led by Condé, the French horse again rushed on the square; but again, on receiving its fire, wheeled off. It should be borne in mind, that a volley from the infantry of that period was more fatal than one from an equal number of modern soldiers, for the matchlock never missed fire, and was frequently loaded with three balls at a time.

Count de Rochefoucault, with a fresh regiment, now came up, and in his turn attacked, but failed to close upon the square. The Reiters were somewhat more successful. A detached platoon of Swiss wavered, and was instantly overwhelmed; but the main body remained firm.

Meanwhile, Coligni had been more successful. The two French regiments fought well, but were pierced by the lancers, and routed by the light horse. Fiercely Montmorenci charged the victors, and strove to rally his flying troops. Shot in the side by the Lord of Vezines, he was compelled to surrender. At that instant the Prince of Portien, whom he had deeply wronged, came up, and the Constable prepared to die; but the generous Calvinist, instead of avenging himself, addressed words of consolation to his proud oppressor, and extricated him from the *melée*: a service which it was difficult to render, as the Reiters gave no quarter.

His son, D'Anville, with D'Aumale, the brother of Guise, made a gallant attempt to rescue him; but they too were borne down by the Calvinist horse, and Aumale received a disabling wound. The victors then rushed headlong on the baggage of the Catholics, and began to plunder it, in spite of the exhortations of Coligni. But it must be acknowledged, in extenuation of their conduct, that none of them had

received any pay since the commencement of the war, and that they were in want of everything.

Their example was followed by the soldiers of Condé, who galloped off, receiving the fire of two sides of the square, to share in the booty. The Prince was thus compelled to bring up his German foot. Led by Andelot, who that day laboured under a paroxysm of nervous fever, and was unable to wear armour or to mount a spirited horse, the Germans at first advanced boldly; but when the Swiss, leaving the position which they so gallantly had maintained, came on to meet them half way, they faltered. Not a German pike was that day stained with blood.

The Swiss were in the act of re-taking the eight guns lost at the commencement of the action, when Mouy returned with a squadron which he had rallied. On receiving their fire, he gave his horse the spur, and in a moment had forced his way through the midst of the square, to the other side. Joined by the guards of Condé, he again came on with slackened rein and couched lance. A neighbouring thicket saved a few of the Swiss from his fierce onset.

The Catholic centre was now completely destroyed, and the Calvinists, believing the battle at an end, dispersed over the field. Andelot was the first to discover their mistake. Mounting his horse, Guise ordered his followers to advance. "March," he exclaimed, "the victory is ours!" With his lancers he charged full upon Andelot's infantry; 1500 Germans threw down their arms, the rest fled; but a Gascon regiment fought well; it was ultimately overpowered and cut to pieces. But meanwhile the Calvinist horse had rallied under Coligni and Condé.

With great skill Guise disposed his troops to meet the shock. His left flank—for the armies had now exchanged positions—he covered by a square of Gascon infantry, while the extreme right under Marshal St. André was protected by a Spanish regiment; fourteen pieces of cannon were ranged along their front, and a body of light horse was pushed forward as skirmishers. Condé charged with his usual impetuosity, and attempted to pass the infantry without attacking it. But in so doing, his flank received a terrible volley, which threw it into confusion. At the head of his lancers Guise rushed on before the Calvinists could rally. The horse of Condé went down. Wounded by a pistol shot, he was forced to surrender to Marshal d'Anville, his cousin, and son of the Constable, who had sought him through the field; his wing was routed, and Mouy was likewise made prisoner.

Coligni was more skilful and more fortunate. On receiving the fire of the first face of the Spanish square, he halted. St. André immediately charged him. The Calvinists fled till they had drawn him from the protection of his infantry. Suddenly facing about, they then attacked him in front, while a body of light horse, whom Coligni had kept in reserve, assailed his flanks. In a *melée* the lance is useless. The pistols and battle-axes of the Calvinists were employed with dreadful effect. St. André himself was taken and slain by a person whom he had deeply injured, and who had counterfeited Calvinism in order to obtain vengeance. It would appear, although the histories of this period are very confused, and, being written by bigoted Catholics are scarcely to be depended on, that the Spanish infantry likewise found it necessary to retire, and that Coligni was enabled to turn all his efforts against the Duke of Guise, once his bosom friend, but now his most deadly enemy.

The shock of two bodies of cavalry led by such officers may well be supposed to have been stern. Guise, to avoid observation, had disguised himself as a common soldier, and had clad his equerry, a man of remarkable strength and courage, in his armour, and mounted him on his own war-horse. Coligni, on the other hand, though usually remarked for the plainness of his dress, wore that day all the insignia of his rank, and rode in the very front of danger. Many of the Catholics sought him through the field, but they all fell by his hand, or by those of his faithful attendants. Shouting the war cry of Guise, the person clad in the Duke's armour challenged him to single combat. It was not declined; but the Calvinists, eager to destroy their great foe, poured a volley on the equerry which brought him to the ground. Great was their disappointment when they found their mistake.

With about eighty cavaliers, Guise extricated himself from the contest, while the remainder of his surviving horsemen abandoned the field by twos and threes. Coligni then proceeded to charge the Gascon square, which was under the command of Martigues the Fearless, who was considered amongst the Catholics as the rival of Mouy, and who resembled him as much in stern morality and in unhesitating magnanimity as in daring valour. But the lances of the Calvinists were now shivered, and their swords broken or blunted; for the French were by no means celebrated for the temper of their blades, which were far inferior to the Feraras of the Scots, or the Toledos of the Spaniards. Yet Coligni charged this fresh regiment three times, and at length threw it into disorder. At this critical moment Guise re-appeared with 500 horse whom he had rallied, and Coligni resolved to practise upon him the same stratagem which had proved fatal to St. André; for he desired as much to make the Duke prisoner as the Duke did to destroy him. He therefore slowly retired, leaving behind him his four small field-pieces. The lure was sufficient, and the Duke, very cautiously however, advanced to take possession of them.

Having regained his baggage, and furnished his cavalry with fresh lances, Coligni proposed to resume the attack. Readily the Calvinists acceded; but the German Lutherans refused, alleging that their pistols wanted cleaning. His efforts to overcome their obstinacy were unavailing, and as without them he could not muster above 1500 men, he resolved to retreat.

Three thousand Calvinists, chiefly Germans, are stated by a Popish writer, to have been killed in this action, and 5000 Catholics to have lain dead on the field of battle.

I might easily add numerous other instances in which small bodies of cavalry, under every disadvantage, have routed very superior bodies of disciplined infantry. I shall at present only mention one, which has recurred to me since the date of my last paper. In one of the engagements of the War of Succession, Chevalier de Folard saw a squadron of Andalusian light horse charge a square of English infantry, four deep, ride completely through it, form at an hundred paces in its rear, and then ride back again. Its loss was inconsiderable. Yet the British infantry was then, as now, considered the most steady in the world, and it was armed with muskets and bayonets far more formidable than those at present in use.

H. I.

FOREIGN MISCELLANY.

RETROSPECT OF MONTHLY MEMORABILIA.

Oct. 4, 1511.—Pope Julius the Second on this day concluded the *Holy League*, as it was irreligiously designated, with the republic of Venice and Ferdinand of Arragon. Its object was, in truth, to expel the French from Italy; and an opening was consequently reserved in it for the accession of Henry the Eighth and the emperor of Germany.—Julius, being reminded of our Saviour's injunction to Peter, replied, "Let me but once get the French out of Italy, and I will return my sword, like Peter, into its scabbard, after I have cut off mine adversary's ears." •

Oct. 18, 1813.—This eventful day decided the fate of the three days' "Battle of Nations," in which Buonaparte's execrable attempt to crush the independence of every state in Europe was for ever wrecked against the combined energy of the sovereigns of Great Britain, Austria, Russia, Prussia, and Sweden. The sanguinary contest began near Wachau and Moeckern on the 16th; a momentary cessation of hostilities took place on the next day, and on the 18th the French forces were driven in confusion under the walls of Leipzig.—The struggle was feebly renewed by them on the 19th, when Macdonald and Poniatowsky vainly endeavoured to cover one of the most disastrous flights on record. Blucher consummated the overthrow of the enemy by his gallant and destructive pursuit of them beyond Erfurt and Fulda. The effect and circumstances of this ever-memorable conflict, in which half a million of human beings adventured their lives, are thus summed up by the celebrated Heeren:—"The battle of Leipzig converted the German campaign into a war of the people. The princes of Germany, and their subjects with them, having cast away the trammels of the Rhenish Confederation, raised their heads once more. Before the battle was won, Bavaria gave the signal; Wurtemberg, Baden, and every other state fired at her example. Every individual, capable of wielding a weapon, seized it. The plough and the anvil were deserted; the lecture-room and shop became a solitude; even maidens, for a while forgetful of their sex, flew to arms and joined the contending ranks; whilst the mother and wife, scorning the horrors of disease and death, united in fellowship, and devoted their days to the care of the sick and wounded. The spirit of Arminius visited earth again, and the hour of his country's suffering became the hour of her deathless fame. May its memory ever survive in the annals of our dear country, as an example to her children's children!"

FRANCE.

LEWIS PHILIP'S PROMOTIONS.

According to the "Annuaire Militaire" for the present year, there have been no less than two hundred and nine promotions to field-officers' rank since the accession of the present sovereign in August 1830. There have been 4 field-marshalships, one of which is called "honorary;" 25 lieutenant-generalships; 60 major-generalships; and 120 colonelcies, with command of regiments. The first two on the list of lieutenant-generals number a united length of service of *sixty-four* years; and the succeeding eight, of *two hundred and twenty*, including General Sebastiani, the secretary of the Foreign Department.

NURSERIES FOR SEAMEN.

Messieurs Andouin and Edwards' first volume of "Inquiries towards forming a Natural History of the Coasts of France," which was presented by them on the 20th of July last, to the French Academy of the Arts and Sciences, supplies us with the subsequent data. "The total number of mariners is about one hundred thousand, and in the year 1826, the whole of the merchant vessels, performing either short or long voyages, were not manned by more than 32,000 men, whilst the number of sailors engaged in

the fisheries was 36,000. Some few are employed in river and canal navigation; but the remainder are either in a state of inactivity, or doing service on board the king's ships. It is, therefore, evident, that one half of the active seamen obtain their livelihood from fisheries, and the more important of these, such, for instance, as the whale and cod-fisheries, afford employment to 10,000 hands; whilst those alongshore find occupation for between 26,000 and 29,000 annually." The writers estimate the produce of the latter vocation at 640,000*l.*, or 680,000*l.* a year.

ARTILLERY.

A late ordinance of the French government fixes the staff of this branch of the service at three hundred and thirty-three officers; namely, 37 colonels, 36 lieutenant-colonels, 80 majors, 106 first captains, 16 second captains, and 60 garrison captains, (*capitaines en résidence*.)

COURTS-MARTIAL.

The decision of each member is pronounced according to the subsequent form. Printed papers are distributed containing this question, "Is N. N. guilty of —?" the blanks being filled up, under the president's directions, with the name of the party under trial, and the description of the offence laid to his charge; and, on every trial, as many sheets are given to the members of the court as there are separate articles of accusation. Each page is divided into two columns, and the top of each is headed "Yea," or "Nay," beneath both of which words a horizontal line is drawn. When the votes are required, the president presents to each member, beginning with the lowest in rank, the separate sheets one after another, and then each subscribes his decision under the proper head. As this operation takes place in the presence of every member of the court, each of them becomes privy to the individual votes of his colleagues;—a species of proceeding, which is obviously prejudicial to the independence of opinion that ought to prevail on so important an occasion.

BELGIUM.

IMPROVED ARTILLERY.

Proofs have recently been made of the French Colonel Paixhan's cannon for carrying bombs. The military governor of Antwerp, and the whole staff of the artillery having assembled at Brassehaet, the experiments began with a gun of ten-inch diameter in the bore; the projectile weighed 130 pounds English, and was carried an immense distance without any detriment whatever to the accuracy of its direction. The experiment was repeated with equal result from an eight inch gun. The range of these shells was computed to be 3000 metres or 3281 yards.—Canister-shot may be launched from the Colonel's guns with most destructive efficacy. Successive experiments of their power were made with diameters of eight and of ten inches; in other words, with a box containing 545 balls, and weighing 128lbs., and with another containing 947 balls, and weighing 236lbs.; their effect was truly appalling.

GERMANY.

THE ARMY OF THE CONFEDERATION.

The force, which the nine-and-thirty sovereign princes of Germany have pledged themselves to maintain for their common protection, is of no small magnitude. The effective strength of the *peace* establishment was fixed, by the basis agreed upon in the year 1819, at one in every hundred souls, forming a total of 301,634 men; and its proportions are thus arranged, *one seventh* part to be cavalry, *one twentieth* yagers or riflemen, *one hundredth* pioneers, and sappers and miners, about *one thirteenth* artillerymen, and the remainder, above 200,000 men, troop of the line. In time of *war*, a reserve of one in every three hundred souls is to be equipped, and, according to the present population of the federal states, would yield an addition of

nearly 120,000 men. They are likewise under an engagement to form a depot of one in every six hundred; so that, independently of their surplus establishment for domestic security and defence, the Confederation would bring a force of 480,000 men into the field to bear upon any foreign aggression. The federal army is divided into ten corps, and four of them are composed of the contingents furnished by the states whose dominions are wholly German, such as Bavaria, Saxony, Wurtemberg, Baden, Hanover, Hesse, &c., and these constitute a force of 127,577 men. The largest contingents are those of Austria, 94,822; Prussia, 79,234; Bavaria, 35,800; Hanover, 13,054; Wurtemberg, 13,955; Saxony, 2,000; and Baden, 10,000. The smallest are those of Hesse-Homburg, 200; Hohenzollern-Hechingen, 145; and Lichtenstein, 55.—The fortresses held by the Confederation are *Muyence*, garrisoned by Austrians and Prussians, *Landau* by Bavarians, and *Luxemburgh* by Dutch and Prussians.

SWITZERLAND.

ARMY OF THE CONFEDERATION.

The military force of the Confederation consists of the "*Field*" or "*Active Army*," which has been latterly fixed at 66,000 men, instead of 100,000, and the "*Militia*" or *Landwehr* in reserve, which consists of 33,000. The effective strength of the National Army, when called out, is, therefore, close upon a hundred thousand men, and would be fully as great, if the various bodies of students, who have formed themselves into "*Chasseur*" companies, and the numerous bands of riflemen, who offered their services to the Diet last year, are added to the list. The *active army* is composed of infantry, a small corps of cavalry, engineers, and artillery; but the *militia in reserve*, wholly of infantry. The latter consists of men, not above five-and-forty, who have served in the former, and the number might readily be doubled; for, as it is, some of the cantons have already more than the amount of their fixed contingents under arms. Geneva, for instance, has 5000 instead of 2000, under exercise; and the Canton du Vaud, nearly 15,000, in lieu of between 8 and 9000. The infantry is well-armed and equipped, and, in general, well-disciplined. What few troops of cavalry exist are admirably found and trained; but the infantry are not formed into regiments, but battalions, under the command of a Lieutenant-Colonel and Major. The artillery, who are sufficient to man 120 field-pieces, have been trained on our own improved system; and the best of them, both officers and soldiers, have been pupils at the school at Thun, which is under the superintendence of Colonel Dufour, an officer of high distinction, who was formerly in the French service. The army is commanded by a certain number of *Federalist-Colonels*, amongst whom are several Generals, such as Roten and Ziegler, who have served abroad. Two of them receive their appointments directly from the Swiss Diet; these are the *Commander-in-Chief*, and the *Head of the General Staff*, who are the first in command. The active army was last year formed into five divisions, each of them consisting of four brigades of four battalions each, 16 field-pieces, from six to eight companies of riflemen, and a squadron of cavalry. The remainder of the artillery constituted a corps of reserve.

Besides these two descriptions of force, there is a third and very effective one, which is composed of all the inhabitants above the age of five-and-forty, who are capable of service, and form what is called the "*Landsturm*."

FEDERAL OATH.

After a warm and lengthened debate, the Federal Diet, sitting at Lucerne, have decided, that the oath to be taken by Field-Officers and others of the Staff shall bind them "to protect and defend, either in person, or with the aid of the troops under their command, the honour, liberty, and independence of Switzerland; availing themselves, to the utmost extent, of their means, even to the sacrifice of their lives,—to be faithful to the federal compact and the legitimate constitution of their respective cantons, such as it shall be recognized by the Confederation;—to give rigid effect to all military orders

and regulations;—to obey all orders given by their superiors with scrupulous and conscientious punctuality;—and to maintain the observance of the strictest discipline.”—10th August.

ITALY.

ROME.

“Of the good intentions of the present Pontiff, with respect to the correction of many of the abuses pointed out in the memorials sent in to him by the provincial councils, it is impossible to entertain a doubt; and I have now no fear for the maintenance of public tranquillity, even after the foreign troops shall have been withdrawn. The government seem determined to depend upon their own means in the latter respect, and have directed their attention with so much effect to the increase of the armed force, that its numbers promise to cut a very respectable figure. They are rapidly approaching 22,000 men; namely, 11,000 troops of the line, 2000 armed revenue-officers, 4000 carabineers and dragoons, and 3000 Swiss troops, whom it is intended gradually to raise to 5000.”—(Aug. 16.)

GREECE.

AN OLD SOLDIER.

“The route to Hagias Petros,” says a recent letter from Dr. Thiersch, of Munich, (who has been for some months travelling in Greece on a mission from the Bavarian Government,) “led across a wild and, in parts, a stupendously mountainous district, throughout which we kept the Malvos, with its snow-capt summit, on our left. Hagias Petros is the chief town of a small eparchy, which takes its name from it; it contains three hundred houses, and some two thousand inhabitants, and produces excellent wine and a three months’ supply of grain. Its elevated site, combined with the mountains which branch off from the Malvos, render it unprecedentedly healthy; so much so that the native attains to a hundred years of age, and is accounted no miracle of longevity. A short time ago there was one of them who died in his hundred and thirty-second year.” On the morning after his arrival, the learned Doctor received a visit from the grandfather of his host, who was a hundred and twelve years old, had fought against the Turks under Count Orloff, and, in his hundred and second year, had stormed the southern gate of Tripolizza, under the orders of the gallant Hagio-Petrides, and decided the capture of the place. He is to this day in perfect possession of the use of every faculty and limb.

RUSSIA.

NAVY.

There is no power in Europe more intent upon increasing its naval resources than Russia. She has at this moment afloat 54 ships of the line, 35 frigates, 10 bomb-vessels, 22 cutters, 25 fire-ships, 50 galleys, 45 smaller sized vessels, and 500 gun-boats. If to this force we add the 400 row-boats attached to the Russian fleets, its whole amount is 1139 vessels of all descriptions, carrying 9617 guns.

RETIRED PENSIONS.

The following scale of yearly pensions has been established for all officers in the Russian service, who have been disabled by wounds received during the Polish campaign:—The General of infantry or cavalry, 6000 roubles, or 270*l.*; Lieutenant-General, 200*l.*; Major-General, 135*l.*; Colonel, 54*l.*; Lieutenant-Colonel, 50*l.*; Major, 46*l.*; Captain, 43*l.*; Second-Captain, 40*l.*; Lieutenant, 37*l.*; and Ensign, 34*l.* They are to be allowed twice the customary allowance granted to any other wounded officers for the hire of servants; viz. all ranks of Generals, 26*l.*, and officers of inferior rank, 13*l.* Medical attendance by military practitioners, as well as medicines, are to be afforded them at the public expense; and the towns in which they may reside, are bound to provide them with lodging, firing, and lights.—(*St. Petersburg, 23d June.*)

TURKEY.

The land-forces are quartered in handsome barracks, which have been lately built for them; they are well-fed and regularly paid. Most of the recruits are Asiatics, but the troops are in general armed with old muskets, which have been repaired for use; the only wholesale exception is with regard to the Imperial Guards, whose firelocks are new, and have a gilt barrel and bayonet. Some few of the regiments have bands; that of the Sultan's Guards is numerous and moderately expert at their business; but the whole of the Turkish instruments are of very inferior make. The French system of manœuvring has been introduced, and besides Gallend, who is attached to the Commander-in-Chief's Staff, and takes the lead in organizing the infantry, a number of other French officers hold commissions in the Turkish service. The formation of the cavalry is entrusted to Keleşo, who is said to be a Sardinian by birth, and is a great favourite with his master. The treatment experienced by foreigners has been by no means encouraging, and the pay which they receive is anything but inviting; nay, it is only very recently that they have been allowed even to carry swords by their side. The course which the Sultan pursues with respect to the pay of his troops seems strangely calculated to alienate their attachment to his standard; nor could a worse moment have been selected for disgusting them with the service. When he began the work of military reform six years ago, the private received about forty piastres (ten shillings) a month; this has gradually been cut down to thirty,—a pittance slender enough, in all conscience, for a man who smokes his pipe and drinks coffee. At the present moment, the private does not get more than twopence a day, and the consequence is, that the whole army is not only in a state of disaffection, but that several conspiracies, headed by the officers themselves, have been detected—their object having been to get rid of the existing government. In general, the troops are officered by a fine-looking race of young men, who may be seen standing and sitting before their barracks and corps-de-gardes, intently studying their military manuals. They maintain severe discipline amongst the newly-raised troops; but this will be of little avail under the present emergency, for the hearts, neither of the soldiery nor people, are in their right place. The ameliorations which the sultan has introduced are adverse to the prejudices and habits of his subjects, and will but accelerate his downfall. An act of greater justice has not been done to the Turkish soldier, since the infancy of the empire, than that of creating *courts-martial*, by which the sultan has placed the lives and property of every officer and private in his service out of the reach of a tyrannical, capricious, or selfish commander.

REVIEWS AND CRITICAL NOTICES.

MEMOIRS OF GENERAL LAFAYETTE.—This manifesto, emanating from the heads of the French revolutionary *Propaganda*, contains matter not without public interest at this moment, and would be still more entertaining did not the writer perpetually offend by the exaggerations, intolerance, and pert egotism of his peculiar school. A Mr Sarrans, 'Secretary to General Lafayette,' and a rabid assertor of the perpetual motion system of government, as the most conducive to universal peace and prosperity, is made the scapegoat of this congeries of popular virtues, and 'prodigies,' of which that most hack-nied of public characters, poor old Lafayette,

is here made the immaculate type, and the 'revolution of 1830' the crowning scene and jubilee. Unfortunately, however, for the bombast of this marvellous biography, those who have approached Lafayette, in the exercise of an impartial judgment, pronounce him a man of ordinary, if not of feeble capacity; presenting a strange contrast between the celebrity to which circumstances have raised him, and his qualifications to sustain it. Goaded by vanity, his country's besetting sin, and duped by a naturally good heart, he has given himself up to the delusion of *leading* revolutionary movements, while he has actually been but the puppet of the

Fronde, Émeute, or revolution of the hour. Yet is it some consolation to those who rejoice to see human nature, however misled by cant and folly, still undebased by crime, to contemplate this honest veteran passing through the various phases of his troubled career without a stain, as we believe, upon his integrity, or a doubt of his benevolence and good intentions.

The chief aim of this production is, by *ex parte* exposures and epiminations, to 'make' another revolution in the country of its authors—still reeling, as that country is, under the disorganizing shock of her recent convulsion,—and, of course, through the influence and example of France, to propagate anew the doctrines of indefinite change, in the guise of republicanism, throughout the other states of Europe. In France, the strife of parties for undivided power is still as bitterly and recklessly waged, as if there existed no reformed and acknowledged government, and as though the barricades had never been. We need not add, that the democratic faction assume, as in England, the exclusive monopoly of 'patriotism.'

On the whole, the original work being, from its nature, calculated to acquire some note, whether for good or for evil, the public is indebted to Mr. Bentley's customary activity for the translation to which our notice applies.

HISTORY OF THE KING'S GERMAN LEGION, 1st VOL.—Although this work be not yet complete, the second and concluding volume being still in preparation, we cannot allow the first portion of so interesting a record to pass without a brief notice. The King's German Legion forming, by its constitution, a distinct corps of the British army, its feats as a body have not been chronicled like those of individual British regiments. The task of supplying this omission, and of doing justice to a body of troops whose services reflected so much honour upon themselves, and proved so important to this country, has been undertaken by Major Ludlow Beamish, the translator of, and acute commentator upon the *Cavalry Tactics of Bismark*. The office of Historian of the German Legion certainly could not have been delegated, as it has been by acclamation of the parties concerned, to abler hands, or to a more zealous investigator of the conflicting matter from which history is woven. We consequently find both novelty and interest in his treatment of details which, though supposed common to the British army, are here found, in many instances, to be

marked by distinct features, and to be susceptible of versions varying from existing accounts, and adding to the stock of historical facts. The narrative of the German Legion, down to its "untoward" surrender to the French, and consequent dissolution as the army of Hanover, in 1803, and of its reconstruction as a component corps of the British army in the same year, is original and authentic; proving in what a tangled web of French craft and ambition that hapless though patriotic force was encompassed and made prey of.

As we shall recur to this work on its completion, we have here only to express our opinion that both its subject and execution, as far as we have seen, entitle it to a place in every military library.

PRINCIPLES AND CONSTRUCTION OF MILITARY BRIDGES, 2nd edit., by SIR HOWARD DOUGLAS.—But scanty space or time remain to us for the notice of this admirable work, which has just appeared, *multo emendatior et locupletior*, in the strict sense of that classical voucher for new editions. Combining carefully-selected data and elaborate calculations bearing on the scientific or technical part of his subject, with historical illustrations, apposite notes, and a popular style, while a well-executed series of explanatory plates is appended, Sir Howard Douglas has produced, in this second edition of his work on bridges, the most complete and valuable treatise on that important branch of military science and field-tactics with which we are acquainted. Sir Howard may have advanced some principles susceptible of being canvassed, but which, having evidently studied them deeply, he supports with characteristic ability.

INSTRUCTIVE GLEANINGS ON PAINTING AND DRAWING.—Captain Rowland Mainwaring, of the Royal Navy, has dedicated to his brother officers, in a brief and sensible address, this little volume, comprehending extracts from the opinions and criticisms of the best authors on the engaging subjects of painting and drawing. In these views, "moral and scientific," all the varieties and attributes of those elegant arts, so calculated to beguile the leisure and improve the taste of officers, as well as to record, for the benefit both of the community and themselves, remarkable features of scenes visited in their various careers, are judiciously illustrated, with a view to the assistance and improvement of the student.

Many works remain for notice,

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 20th Sept., 1832.

MR. EDITOR.—As many of the general readers of the *United Service Journal*, and possibly not a few of your professional readers of both cloths, may not be aware of the extensive and important changes introduced into his Majesty's Naval Victualling Establishment at this port, I shall venture to occupy a portion of your valuable space with matters which are certainly very curious when viewed near at hand; and, I trust, may retain some portion of their interest, even when viewed from a distance.

The Royal Clarence Victualling Establishment stands on the western shore of Portsmouth Harbour, exactly opposite to the Dock-Yard, and contains within itself all the essentials which its name implies. The leading novelty of the spot consists in the system adopted for baking bread for the navy, and I shall endeavour to give you an intelligible account of this admirable process; but in the first instance I shall briefly notice the ordinary arrangements, all which are upon the most extensive scale, and disposed in such capital order, that not the slightest difficulty or delay can ever arise in supplying any number of ships with provisions at a moment's warning.

The first set of buildings include the exciseable stores, viz, of rum, wine, tobacco, tea, and cocoa. The spirits and wine are contained in casks; but I understand it is proposed, ere long, to substitute large iron tanks, after the plan adopted at Cherbourg by the French, and indeed, as we have adopted to a certain extent at Deptford, though not exactly in iron tanks, but I believe in large vats. In either case the immense evaporation from casks is saved—to say nothing of the ruinous expense of casks. Next follow the beer stores and the brewhouse, in which is prepared and kept the beer for Haslar and Plymouth Hospitals, and all the different Marine Infirmaries, —no beer being now brewed for the navy. Then comes the cooperage, a vast establishment, which I live in hopes of seeing superseded some day by the use of cubical iron tanks for all kinds of provisions. I understand that it has been ascertained by very simple calculations, that the capacity of every ship for stowing provisions may, in this manner, be increased one-third: that is to say, a ship will stow nine months' provisions in tanks, in the same space in which she stowed six months' in casks. The expense of casks returned from ships as unserviceable is immense, and all this would be saved.

The meat stores, of which there are six, contain beef, pork, suet, vinegar, and salt; each of these vast rooms is capable of holding nine thousand tierces of salt provisions. There is now in store, as I understand, provisions enough for between seven and eight thousand men for four months, but this quantity, it is said, is to be gradually reduced to about one-half its present amount. Then come one large dry provision store, and three smaller ones. These contain flour, oatmeal, raisins, peas, and soap. And after these, stores for all kinds of slop clothing, both for the seamen and marines. All these are arranged in such nice order, and so carefully kept at hand, that the minutest article can be found at once. In passing through one of these rooms, I saw a large collection of books, some arranged on shelves, others in boxes. On coming nearer, I found these consisted of Bibles, Prayer Books, Religious Tracts, and other serious works, which are regularly supplied to the navy. I opened one of the boxes, and read on the printed paper the list of its contents, and was interested by observing amongst the number, "Southey's Life of Nelson, abridged, by consent of the author." I am sure you will think this little fact creditable to all parties—to the subject of the work—to its public-spirited author—and to the judicious government who have directed its being placed in the hands of seamen. I must add, in justice to the parties most concerned, another fact,

though, in the opinion of some persons, it may seem to act two ways.—It appears that when these boxes of books are returned into store, the *Life of Nelson* is hardly ever to be found!

Further up in the grounds lies the grand reservoir, into which nearly fifty tons of water can be pumped in an hour. From this place, there extends to the edge of the wharf, a pipe which fills either the large tank vessels, containing each forty tons, or it may be carried away by boats to the ships requiring it. This water, which is of the finest kind, is drawn up by the steam-engine, from a well three hundred and sixty feet deep. It has been proposed to add a very simple filtering apparatus to the reservoir, and this ought certainly to be attended to forthwith, as nothing in the way of provisioning can be imagined of more importance than the purity of the water with which his Majesty's ships are supplied. The addition would also save the constantly recurring trouble and expense of cleaning out the reservoir. Occasionally, of course, the sediment would still require to be cleaned out, but not once, perhaps, for ten times that this operation is now necessary.

The biscuit for his Majesty's ships is now prepared almost entirely by machinery, and the process is so exceedingly beautiful, that a trip from town to see this alone, would amply repay the trouble of a visit, were it not true that Portsmouth includes very many other objects of interesting inquiry. As many of these, however, are scarcely, if at all, known beyond the lines which guard them, I hope to be able, from time to time, to bring some of the most important to the notice of your readers.

The first operation in this biscuit-baking operation, consists, you may suppose, in mixing the flour and water together; but I should tell you, that antecedent to that, the establishment has ground the flour in mills worked by the same machine which gives motion to those parts I am about to describe. Nor is this an immaterial point; for by it all possibility of mixing improper ingredients along with the flour is prevented; and precisely that proportion of the bran which is required in the composition of good biscuit is retained. I ought, likewise, to have mentioned before, that adjacent to the mills stand a series of four granaries, each capable of holding fifteen hundred quarters, in all six thousand quarters. The flour-mill is furnished with ten pairs of stones, by which forty bushels of flour can be ground and dressed, ready for baking, in an hour. The baking establishment consists of nine ovens, each thirteen feet by eleven, and seventeen inches and a half in height. These are heated by furnaces attached to each, so constructed, that a blast of hot air and fire sweeps through them, and gives to the interior the adequate dose of heat in an incredibly short time.

The commencement of the baking consists in introducing into a trough thirteen gallons and a half of water, and then allowing to enter it a sack of what is technically called biscuit-meal flour, weighing 280 pounds. When the whole has been poured in by a channel communicable with an upper room, a bell rings, and the trough is closed. A singular apparatus, consisting of two sets of what are called knives, each ten in number, are made to revolve amongst the flour and water by means of the machinery. This mixing lasts one minute and a half, during which time the double set of knives or stirrers make twenty-six revolutions. Each batch of the dough, thus rudely mixed, weighs 388 pounds, and forms, eventually, two suites and a half of bread, weighing 250 pounds, or, in other words, 1250 biscuits, each suite or batch being 100 pounds in weight. The next process is to cast the lumps of dough under what are called breaking-rollers, huge cylinders of iron, weighing 14 cwt. each, and moved horizontally by the machinery along stout tables. The dough is thus formed into large rude masses, six feet long by three broad, and several inches thick. At this stage of the business the kneading is still very imperfect, and some traces of dry flour may still be detected. These great masses of dough are now drawn out, and cut into a number of smaller portions, about a foot and a half long by

a foot wide, and again thrust under the rollers. I forget how many times the dough is made to pass under these rollers, but sufficiently often to make the mixture so complete, that the slightest trace of inequality is not to be discovered in any part of its substance. I should mention that two workmen stand, one on each side of each roller, and as the dough is flattened out, they fold it up, or double one part upon another, so that the roller, at its next passage, squeezes these parts together, and forces the parts to mix. After this process has been gone through a sufficient length of time, the dough is cut into small portions, and being placed on large flat boards is transported by the sole agency of the machinery, in the most comical manner, from the centre to the extremity of the baking-room. Here it is received by a workman, who soon places it under what is called the sheet-roller, but it would be better named the blanket roller, for in size and thickness, and nearly in colour, it resembles a blanket. The kneading is thus rendered quite complete, and the dough is in a fit state for the oven, and it only requires to be cut into biscuits. This part of the proceeding is admirably contrived. It is effected by what is called a cutting-plate, consisting of a net work of fifty-two sharp-edged hexagonal frames, each as large as a biscuit. This frame is moved slowly up and down by the machinery, and the workman, watching his opportunity, slides under it the above-described blanket of dough, which is about the size of the leaf of a dining-table, and in the next minute down comes the cutting frame, indents the sheet, but does not actually cut it through; for enough of the substance is left uncut to enable the workman at the mouth of the oven to jerk the whole mass of fifty-two biscuits unbroken into the oven. It may be asked, how it happens that the dough does not stick to the frame? but this is prevented by a most ingenious device. Besides the cutting portion of each of the fifty-two hexagons there is a small, flat, open frame, moveable up and down, and carrying above it a ball of iron, several ounces in weight. When the great frame comes down upon the dough, and cuts out the fifty-two biscuits, each of these minor frames yields to the pressure, and all the little iron balls are seen to rise up; but as soon as the great frame rises, the weight of the balls acting on the little frames over each biscuit, thrusts the whole blanket off, and allows the workman to pull it out.

One quarter of an hour is sufficient to bake the biscuit, which is afterwards placed for three days in a drying room, heated to 85° or 90°, which completes the process.

The whole nine ovens bake about a ton of bread an hour, or ten thousand biscuits. If, instead of nine there were twelve ovens, it has been calculated that 70,000 cwt. of bread might be baked in the year.* Now it appears that the average quantity issued from Deptford, Portsmouth, and Plymouth, during the last five years, was 68,000 cwt.; consequently, if this branch of the Royal Clarence Victualling Establishment were increased by only three ovens (and no further machinery), all the biscuit required by the navy might be prepared by the admirable process on one spot. The relative cost of making the above-mentioned quantity of bread by hand, or by the machinery actually erected and in operation, I have taken some pains to ascertain.

Cost by machinery	£1560
Doitto by hand	5260
	<hr/>
Saving in the wages of labour	3700

From this saving there must of course be deducted a portion—the interest of the money laid out in the machinery. I say a portion of the interest, because the same steam-engine which moves the baking apparatus, turns ten pair of mill-stones, and pumps up water for the supply of his Majesty's ships, and it is only a small part of the power which must be kept in action at any rate, that is directed to these baking purposes. When, however, it happens that the large engine is not required to grind flour or to

pump up water, a small ten-horse engine is set in motion if it be required to bake bread.

The foregoing calculation of what twelve ovens could perform is an estimate. The following statement is derived from actual experiment.

In 116 days, during 68 of which the work was continued for $7\frac{1}{2}$ hours, and 48 for $5\frac{1}{2}$ hours only, in all 769 actual working hours, equal to 77 days, at 10 hours each day, the following quantity of bread was baked in nine ovens at the Royal Clarence Establishment—12,307 cwt. of biscuit, which is equal to 1,378,400 pounds. The wages of the men employed in baking this quantity of bread amounted to £273 10 9 $\frac{1}{2}$

If it had been made by hand the wages of the men employed would have been 933 5 10

Saving in the wages of labour 659 7 0 $\frac{1}{2}$

In this, I may repeat, is not included any part of the interest of the sum laid out on the machine, or spent in keeping it in order. But in a very few years, at such an immense rate of saving, the cost of the engine and other machinery would be repaid.

In my enumeration of the different stores, I have omitted to mention that in which the bread is kept. It contains at present about eight thousand bags of a hundred weight each; but the store is capable of holding twenty thousand bags, or 1000 tons, which is upwards of two million pounds of biscuit.

The merit of having conceived and carried into practical operation this excellent system is exclusively due to Mr. Thomas T. Grant, the Store-keeper, a gentleman of great ingenuity and considerable scientific attainments, who happily unites a sound knowledge of principles, with a fertility of resource in their application to practice, which it is rare to see combined with steady habits of business, and what has been well called every-day good sense. You will also learn with pleasure that he is quite a young man, and I think I may add that his merits are not unknown to his employers.

H. M. steam-ship the *Dee* came into Portsmouth harbour the other day, and after a day or two's preparation, was warped alongside the *Excellent*, in order to take advantage of the clear range to fire over in the north-west. You are no doubt aware that this gigantic steam-vessel is fitted with two guns; one forward, before the fore-mast, an ordinary 32-pounder, and another abaft the mizen-mast, a gun weighing 84 cwt., with a bore 10.02 in. diameter. The shot which is used is hollow, and weighs I think 81 pounds, which, if I mistake not, is rather less than that of a ten-inch shell. Both these guns are mounted upon slides, upon which the carriage recoils with greater or less velocity, as may be required, the power of regulating this being given by two powerful screws which press the carriage upon the slide with any degree of force that may be required. The friction is so great, that although of course there is a very strong breeching attached to the gun, it is rarely brought to its full stretch. The slide moves on a pivot in such a way that the gun may be pointed in any direction all round the compass.

On the 18th of this month, the following experiments were made to determine the ranges of this powerful gun. The charge of powder was only a couple of ounces more than that for the 32-pounder, or ten pounds thirteen ounces. In consequence of this, and perhaps also of the skilful manner in which the carriage is fitted, the gun made but little noise, and moved with wonderful quietness for so formidable a looking gentleman. The following are the details:—

Practice with 84 cwt. gun, diameter of shot 10.02 in., on board *H. M. steam ship, Dee*, the 18th day of September, 1832, in Portsmouth Harbour.

Elevation.	Flight of Shot.	Graze.	Extreme Range.	Remarks.
	Time.	yds.	yds.	
3½ dep.	1"	70	1700	recoiled at 950 yards first time.
Pt. Blak.	2"	300	2750	By point blank is meant horizontal pointing, the gun having been left by the spirit level parallel to the horizon. [Qy. Why should not the term, horizontal firing be used instead of point blank, which is liable to constant misconstruction.]
Pt. Blak.	2"	320	2950	
2°.	5"	1100	2600	
4°.	5½"	1570	1700*	*Shot settled in mud.
6°.	6"	1820		It appeared that there was about 2000 yards range to the shore from the fall of the last shot; thus there is a range for practice extending 5850 yards or about three miles and one third.
8°.	8½"	2400		[N. B. From each of the ranges in this practice deduct 12 yards for the distance the Dee was in advance of the Excellent.]
10°.	11"	2500		
12°.	12"	2680		
14°.	15½"	3100		
16°.	Shot fell on an island, and it being dusk, time not known.	3850		
		or 2 miles 1-5th nearly.		

Windage of long 32 lb. gun in the bow...	m. dec. 0.30	Full charge of powder....	lb. oz. 10 11
Windage of the large gun fired in these experiments	0.19	Do. of the large gun	12 0

Height of the bore of the gun above the water ... 11 ft. 9 in.

The Dee neared the Excellent six inches in firing, and careened over nine inches amidships. The movement of the gun was moderate and equal, and did not shake the vessel more than the 32 lb. gun, that was fired at intervals during the practice.

Note.—The last shot that was fired from the 32 lb. gun was found within two yards of the last shot from the 84 cwt. gun; thus the ranges at 16° are equal. The extent of this last range has been carefully measured; but all these experiments require to be repeated.

As I knew you would expect me to say something of the recent trials of sailing between the *Donegal*, *Vernon*, *Castor*, *Snake*, *Water Witch*, and the little revenue cruiser, the *Prince of Wales*, I yesterday went on board the flag-ship of Sir Pulteney Malcolm, at Spithead, and then visited the two magnificent frigates, the contest between which has excited the chief interest in the late trial. I accompanied a party of naval officers, and we went first to the *Castor*, as happening to lie to windward, and we examined her thoroughly. A more magnificent vessel on one deck I certainly never saw before, and our whole professional party could pick out nothing to find fault with, except, I think, the absence of the spritsail-yard; which omission I mention with less reserve, because, in the last ship I commanded myself, I was led away by the current of fashion to dismantle my ship by getting rid of this important and highly useful appendage to the bowsprit. It seems, however, bad policy, and certainly not very seamanlike, to lose any of the advantages which, under certain circumstances, may be gained by the power of setting a sail so far forward, and I am glad to see officers gradually coming back to the old fashion of spritsail-yards.

On going from the *Castor* to the *Vernon*, we could not help being struck by the vast difference in the size of the two ships. But both are extremely deceitful, and, when viewed from without, betray little of their prodigious power. I am not sure that I ever saw a more beautiful ship than the *Vernon*: she was thought by our party to resemble the *Pique* more than any other ship.

It is not my present purpose to describe minutely either of these two extraordinary men-of-war; but you would do well, I think, to prevail upon Sir Robert Seppings and Captain Symonds, or some of their friends, to furnish you with a detailed account of each. No doubt these would be *ex parte* statements; but what then?—who could do it better?—and in the hands of such men we should feel quite safe, and the service at large would read the two accounts with great interest. The dimensions of every part,

the height of the masts, the capacity of the hold, the number of guns, and in short, every equipment should be given*. At present, I shall merely say that the *Vernon* is so enormously larger than any frigate one has ever seen, that it seemed difficult to feel at home on board of her. The time may come when we shall possess so many frigates of a tonnage more than a couple of hundred tons greater than a 74-gun ship†, that we shall not be so much astonished when we go on board of them. In the mean time I confess that the *Castor* is the ship most to my mind; and, as a frigate, I should say she is apparently one of the most perfect of her class, and with a couple of batteries of eighteen 32-pounders on each side, such ample space to work them, and a substantial crew to man them, she is fit to uphold the renown of the country against any single-decked detached ship that ever swam. Perhaps, upon further acquaintance, I may come to prefer the *Vernon*; and it is possible that, in this preference for the *Castor*, I may be drawn away by personal regard, and by high respect for the talents and attainments of the distinguished public officer who constructed her. But I am prepared to become prejudiced in like manner in favour of this rival, if he shall stand as long a trial with as much success.

This, by the way, induces me to mention a remark I heard made yesterday by a flag-officer of great experience, when some one was detailing to him the proceedings of the squadron. He shook his head, and said, "Yes, this is all very well; but if I had the direction of such a trial, I would send you off the Black Rocks on the 1st of December, and keep you there till the 1st of April. Summer cruises try neither ships nor crews." Nevertheless, it is certain, in spite of these remarks, that there have recently occurred several occasions for judging of the comparative rate of sailing of these two grand frigates, and it seems unquestionable that the *Vernon* has had the advantage considerably.

I have endeavoured in vain to gather the details for you; and to say the truth, the accounts and opinions vary so much, that an impartial person is sorely perplexed. The *Snake* also, it appears, performed admirably; and some persons say, beat them all. Others deny this. Some say the *Water Witch* yacht took the shine out of the whole of His Majesty's squadron, and many still swear by the Prince of Wales revenue cruiser, a marvellous little craft, built some twenty years ago at Cowes, by nobody knows who. I wish I could get a peep at the official report of the veteran umpire in this interesting professional race. Could you not manage to procure permission to publish it for the information and instruction of the profession? I really think you might, and it would certainly prove a most acceptable document to one branch of the United Service. In these piping times of peace, when the higher excitements of warlike enterprise are denied to us, it seems good policy to keep alive the energy of the navy by every fair means of curiosity and competition. But unless we are duly informed as to the details of such contests, their utility, as far as stimulus to exertion is concerned, must be thrown away and spent in idle disputation. A word or two from a competent authority would set all this to rights.

P.S. I have omitted to mention in my account of the baking operations that the machinery bread, though at first objected to by many persons, has become universally popular in the navy. It is better, decidedly, than any which has heretofore been supplied to His Majesty's ships, and it promises to keep better. Formerly the sailors very rarely, if ever, took up the whole of their allowance of bread; but since the machinery biscuit has been issued, it seldom occurs that a single pound is left behind. If the intention of stowing it in iron tanks be followed up, the fresh quality may be preserved for

* We trust the distinguished ship-builders mentioned by our correspondent will take his hint into consideration; and we promise to insert their respective accounts in our next number with the greatest pleasure.—Ed.

† Tonnage of a 74 = 1741; ditto of *Vernon*, 2082. See Mr. Edye's admirable book, pages 2 and 140.

any length of time, and "the remainder biscuit after a voyage" cease to be a proverb redolent of weavels, mouldiness, and dust.

I have left myself no room to give you an account of some very interesting and satisfactory experiments recently made on board the *Excellent*, with Marshall's gun. I hope to do so in my next,

OMSEA.

Devonport, Sept. 20, 1832.

MY DEAR EDITOR,—Some little interest has been excited in the floating scenes of the past month, by the appearance off this port, on the 24th ult. of the squadron under Vice-Admiral Sir P. Malcolm, K.C.B., from Cork, who were joined by the *Vernon*, 50, towed out from Hamoaze by a steamer, and then proceeded for Torbay.

On the 28th, the *Lightning*, Admiralty steam yacht, brought here the Right Hon. Sir J. R. G. Graham, Bart., Rear-Admiral Sir T. M. Hardy, Bart. G.C.B., and the Hon. G. H. L. Dundas, C.B., of the Board, accompanied by Rear-Admirals the Hon. Sir C. Paget, Knt., G.C.H., and Sir F. L. Maitland, K.C.B., all of whom put up at Weakley's Hotel.

The Board on the following morning inspected the Dock-Yard, took a trip to the Breakwater in the *Echo* steamer, and returned to dine with Admiral Sir M. Dixon, K.C.B., the Commander-in-Chief. In the evening of this day (the 29th), the squadron under Vice-Admiral Sir P. Malcolm, K.C.B., consisting of the *Donegal*, 78, flag-ship, *Vernon*, 50, *Castor*, 36, *Tyne*, 28, *Nimrod*, 18, *Trinculo*, 16, and *Snake*, 16, arrived in the Sound, affording to many a fair pedestrian on the Hoe an unusual and cheering sight. A partial trial of sailing took place this day between the two crack ships, *Vernon* and *Castor*, wherein the former had the advantage; but this is accounted for by the officers of the latter, who say the *Castor* had but two months' provisions on board, while the *Vernon* had four months; and that the *Castor* split her jib about the middle of the day; circumstances which are of much consideration in beating to windward with a strong breeze. The officers of the *Castor*, however, instead of continuing to think their ship would have no chance with the *Vernon*, had, in consequence of this trial, elevated their tone to a confident expectation of her becoming no contemptible match for that enormous frigate. The *Snake* sloop, it seems, is the best sailer in the squadron, upon a wind.

H. M. S. *Stag* arrived on the 30th, from Portugal. The Admiralty on that day finished their examination of the Dock-Yard, inspected the New Victualling Office at Curmil Point, and dined with Sir John Cameron, K.C.B., the Lieut.-Governor. Sir James Graham held a levee on the 31st, which was numerously attended. Saturday the 1st of September was ushered in by the ringing of bells and other demonstrations of joy, at Plymouth, where the Right Honourable Sir James Graham, Bart., First Lord of the Admiralty, was unanimously elected, and sworn in a freeman of that ancient and loyal borough. The Right Honourable Baronet returned thanks for the compliment paid him, and in a manly and eloquent speech, during which he explained the principles by which he had been guided in supporting the Reform Bill, professed the warm interest he felt in the welfare of the navy, and his desire to do everything in his power for its improvement and benefit. The other Lords-Commissioners were in the mean time inspecting the pump invented by that ingenious mechanic, Mr. John Hearle, of Devonport, and proving its various services and powers, on board the *San Josef*, flag-ship, in Hamoaze; after which the Board proceeded in the *Lightning* to Falmouth, on their way to Scilly and Milford.

By a recent regulation of the Admiralty, the whole of the iron-tanks in store at this port are placed under the immediate care of the Captain of the Ordinary, who is to report upon them quarterly.

Sir P. Malcolm, and squadron, viz., *Donegal*, *Vernon*, *Castor*, *Stag*,

Nimrod, and Snake, sailed on the 2d of September. The Crocodile, 28, arrived on the 7th from India, after an absence of four years.

The following extract of a letter is from an Officer on board his Majesty's ship Imogene, dated April 4th, 1832, four miles from Trincomalee:—

"When we left the Cape it was blowing hard, which, towards four P.M. increased to a heavy gale, the sea running mountains high. The Alligator sailed at the same time with us. In was a noble sight, with enough of danger to render the scene highly exciting. The breakers being not far distant on our starboard bow,—the lightning running down the masts,—and at times covering the whole ship. One poor fellow fell overboard, and was drowned; the sea being too violent to admit of our rendering him any assistance. For a fortnight the weather was very bad, cold, and rainy every day. On the 24th of last month I witnessed an instance of heroism, of which, I think, an Englishman alone is capable. Rowe, a foretop-man, was standing on the fore-yard, when he saw a man named Wilson fall overboard from the bowsprit. The ship was going at the rate of nine knots: without saying a word, Rowe plunged in after him, and by his presence of mind and exertions, encouraged the poor fellow so effectually, that much to the surprize of all, they were both picked up alive and uninjured. The ship had passed over Wilson; and this is, perhaps, the first instance in which a man has been saved under similar circumstances; for on rising towards the surface, the head generally comes in contact with the bottom of the vessel, and the person is immediately stunned."

The Britannia, 120, and Pantaloon sloop, arrived from off Lisbon, the 9th.

Seeing a squadron assembled at this port during these piping times of peace, brings to our recollection past events, which those who were engaged in now sit and quietly brood over, until a nine days' wonder starts up and sets all agog again. A circumstance of this kind has occurred here during the past month, and I must say it is looked upon rather as an "*untoward event*," and that is, by the gallant Admiral, who I mentioned in my last was canvassing the newly-created borough of Devonport, being not only called out, but posted afterwards over the three towns. The merits of the business I shall not attempt to give, being too complicated for your limited space; but, from all I have been able to learn, the lawyer, contrary to the practice of that profession, has been too hasty in his decision, and when the gallant Admiral returns matters will be explained. I must not, however, omit to add, in justice to the latter, that the call upon him for a meeting was not made until he was seated on top of the mail, and just leaving the post-office, when he would neither descend, nor could the coach stop to afford time for an explanation.

One of our local papers, during the month, contained a letter purporting to explain the reasons why naval officers hereabout do not become subscribers to the Royal Naval School; and I learn with regret, that the little regard which the Council and general meetings in London have paid to the suggestions of the meetings here has generated a degree of indifference towards the School, which is only kept from total apathy by the question as to what part of Dr. Bell's donation the officers residing in this vicinity ought to claim, to aid them in forming a branch school for themselves; since it is very clear such of them as are poor, and that is certainly the majority, cannot hope to reap any advantage from the institution unless some considerable amelioration of its present rules be adopted in their favour. The total uncertainty as to the time of admission, after the school is first filled; the absolute loss of the 25% debentures, after being once transferred; and the want of an equitable arrangement for paying out of the Donation Fund a part of the expense of educating the sons of poor and friendless officers,—are the principal defects in this otherwise excellent institution.

I remain, my dear Editor, faithfully yours,

ALPHA.

Plymouth, Sept. 5, 1832.

MR. EDITOR,—As you invite communications from the Out-Ports, I embrace the opportunity to suggest to our rulers, through the medium of your valuable Journal, a revision of the code of salutes in the navy, by which I think some saving may be effected in these days of professed retrenchment, without affecting any one. In the first place I would propose, that all *salutes on the Sabbath* should be forbidden in *all parts* of the world, for I think on the day set apart for the worship of God, honour to *man* might be dispensed with. And surely the nation would lose no dignity in the eyes of foreigners by showing they honoured God more than man. Secondly, that no *flags on home stations* should be saluted: I think it so much like *playing at children*. Where the distinction of rank is so well understood and acknowledged, it surely does not require the expenditure of fifteen or twenty pounds' worth of powder to establish it; and I would like to know what admiral feels his dignity increased to the amount of the money expended. Independent of this, Mr. Editor, were you living here, and experienced the distraction caused in our pious assemblies when one of His Majesty's ships happens to arrive at church time, I am sure you would join me in reproaching the system of Sabbath saluting. I have not attempted to estimate what the saving might be were this plan adopted, but I think I may venture to say, it would be something considerable. Believe me to remain your sincere admirer,

TIMBER TORS.

P.S. I am sorry to see no notice taken of the suggestion of an "Old Officer" in your Journal, for giving commanders a berth in Greenwich,—a *most unjust* exclusion.

* Milford Haven*, 13th September, 1832.

ON the 26th of August, the *Andromache*, one of the new eight-and-twenty-gun-ships, built upon Captain Symonds's plan, was launched from the Royal Dock-yard at Pater. The *Andromache* is 800 tons, instead of 500, which has hitherto been the size of our largest eight-and-twenties. She has a round stern, rather less ugly than some of the pepper-boxes stuck upon the line-of-battle ships; but her quarter-galleries, being placed below the level of the main-deck battery, have a heavy and unseemly effect, giving her the appearance of being badly *hogged*. Having been taken into dock, and jury-rigged, she shortly after sailed for Plymouth, under charge of Mr. Walker, one of the Master-Attendants at that port.

A short time since, the *Royal Charlotte*—yacht to the Lord Lieutenant of Ireland, commanded by Captain Edward Galway, R.N.—arrived at Pembroke dock-yard, to be re-fitted. Having been docked, repaired, and entirely new coppered, orders suddenly arrived from the Admiralty to dismantle her immediately, to pay her off, and forthwith to pull her to pieces!!! This arrangement is altogether matter of astonishment to every person on the spot. It is known, indeed, that the Marquess of Anglesea has applied for a steam-vessel instead of the *Royal Charlotte*, and that the *Firebrand* steamer will hereafter be stationed at Dublin, in attendance upon the Lord Lieutenant; but what occasion there can be to break up a *new* yacht, while the much older *Royal Sovereign* is lying commissioned in the same port, it is difficult to determine. Why not sell her out of the service, instead of incurring all the labour of pulling her to pieces? Why new copper the ship one week and break her up the next? It is impossible to account for the proceeding in any other manner, than by supposing, that in thus destroying every vestige of the vice-regal yacht, the Government

* In our August Report from this place, some inaccuracies occurred, which the completion of our arrangements in that quarter will obviate in future. At pages 537-8, the "*Royal George Yacht*" should have been the *Royal Charlotte*; and the names of Commanders Pogson and Chappell, of Captain Bouchier, and Lieutenants Blacker and Beatty, were not correctly given.

intend to preclude all future Lord Lieutenants of Ireland from applying to have the gilded toy restored to the Irish station.

The *Confiance* Admiralty steamer is now lying in Milford Haven. This vessel is fitted with the *patent wheels*, invented by Messrs. Morgan and Galloway. Our readers are probably aware that the main object of this improvement is to feather the paddles, so as to make the floats enter and quit the water in a perpendicular position at right angles with the plane of the horizon. This is accomplished by means of cranks fitted upon the main shaft outside the vessel, which are connected by radius bars with the paddles. The advantages gained are increased speed, and getting rid of the vibration, which is so disagreeable on board steam-vessels impelled by the ordinary wheels. The disadvantage is in the greater complication of the machinery of the wheel, and the liability of the radius rods to snap in heavy jerks of the sea.

The *Swallow* revenue cutter, employed for many years upon the Milford station, has become so defective from age, that her commander, Lieutenant Beatty, has proceeded with her to Deptford, where he will transfer all his officers, crew, stores, &c. to the *Secret*—a new cutter, formerly a private yacht, purchased by the Board of Customs for the purpose of taking the *Swallow's* place upon the coast of South Wales.

On the 8th of September, Captain Charles Bullen, R.N., C.B., Superintendent of Pembroke Dock-yard, gave a magnificent *dejeuné à la fourchette* on board the Royal Sovereign yacht, in honour of their Majesties' coronation. More than 150 of the principal persons of Pembrokeshire attended this splendid aquatic fête: among whom were the Earl of Cawdor, Dowager Countess of Cawdor, Lord Emlyn, Sir John and Lady Owen, Lady Mends, General and Mrs. Adams; Captains Galway, Lloyd, Peake, and Chappell, R.N.; Colonel Elton; Captain Savage, Royal Engineers; Captain Stephenson, &c. &c. The repast was served in the royal apartments; and the deck, covered with awnings and silken banners, formed a spacious ball-room. The band of the Castle Martin yeomanry attended, and played martial airs in the interval between the dances. Nothing could exceed the polite attention exhibited by the worthy superintendent and his amiable lady. Quadrilles, waltzes, and country dances, kept the juveniles upon "the light fantastic toe" till a late hour of the night; and the whole entertainment went off without a single occurrence which could cloud for a moment the hilarity of the occasion.

E.

Sept. 18th.

P.S. Since my letter of the 13th, orders have been received here merely to pay off and dismantle the Royal Charlotte Yacht, *without taking her to pieres*, the previous orders having originated in a mistake.

The *Confiance* steamer, which was sent to Milford Haven, to remove the officers, crew, and stores of the Royal Charlotte Yacht, suddenly received contrary orders on the 16th inst., directing her to proceed immediately for Falmouth, previous to her being dispatched for Lisbon. With the utmost promptitude, her commander, Lieutenant Belson, R.N., took on board sixty tons of coals, from his Majesty's Post-office Depot, and the *Confiance* left Milford for Falmouth the same evening.

The *Dove* revenue cutter, belonging to the Penzance station, commanded by Lieutenant Abraham Darby, R.N., has lately been actively employed in scouring the northern coasts of Cornwall and Devonshire, with the Welsh coasts opposite, where much smuggling has recently been transacted. Having carried away the iron-work of her bowsprit, the *Dove* put into Milford to refit, but sailed immediately after the damage had been repaired, to resume her search after the contrabandists.

E.

Torquay, 13th Sept., 1832.

THE most interesting yacht race that has ever been witnessed on this part of the coast, took place on Tuesday last the 11th inst. The competitors were the old and celebrated Liberty, of 42 tons, built originally for Lord Anglesea by Mr. Jainty, the builder of the Pearl and Emerald, and now the property of John S. Pakington, Esq.; the Julia, 42 tons, (built by Mr. Weld,) S. R. Farnell, Esq.; and the Little Paddy, 41 tons, N. Ludlow Beamish, Esq. Paddy was the challenger. The match was for sweepstakes of twenty-five sovereigns each, and the course was a triangular distance in that wide bay which extends from the Start Point to the Bill of Portland, of about fifty-five miles. It was previously conditioned that such a day should be selected for the race as, from the appearance of the morning, gave a fair prospect of a steady breeze, affording equal trials of running, reaching, and beating to windward; and the fitness of the day, as well as all other matters connected with the match, were to be decided by a majority of six umpires, to be appointed by the parties. The following gentlemen undertook this office:

LIBERTY.	JULIA.	LITTLE PADDY.
Edward Vivian, Esq.	William Dore, Esq.	Lieut. J. DeCoursey Dashwood, R.N.
— Marsden, Esq.	P. E. Farnell, Esq.	Rev. John Parlyb.

Tuesday the 11th was to be the day, provided the morning gave the above-mentioned prospect; but it appeared that this condition was altogether overlooked, for when the day came, and our haven shone almost without a ripple under a glorious sun, instead of a postponement of the trial being announced, as was generally expected, all parties were seen actively engaged in preparing for a start; and the bustle on the pier, the decoration of the flag-boat, the busy perambulation of umpires and skippers in front of the Royal Hotel, and the hoarse chime of able hands on board the three clipping rivals, as the sharp peak went gaily up, and the square-headed gaff-top-sail soared above it, soon made evident that they were about to seek a breeze of which the clouds gave no promise. Thus it is with older as with younger children, —when the day has been named, and they are dressed and ready, they don't like to be put off!

Soon after ten the three yachts were placed at anchor by the umpires abreast of Torquay pier, with slip-ropes on their cables, and head-sails down; the Little Paddy to windward of the Liberty and Julia, according to positions which had been previously determined by lot. Jibs and foresails flew up when the gun was fired for starting, the slip-ropes were cast off, and away they went for the Orestone, with a light breeze a-beam. The Little Paddy led her rivals across the bay in beautiful style, and rounding the great rock in undisputed sovereignty, stood away for Sidmouth, with every prospect of being the victor. But soon the Julia, who had crept to windward of the Liberty, and jockeyed herself a head, came slowly up on Patrick's weather-quarter, and held her own. Now commenced a nervous struggle for the mastery. A more highly interesting and exciting spectacle of the kind cannot well be imagined. Conceive two cutters in full fore-and-aft canvass, of remarkable elegance of form, although essentially differing in construction, reaching with a free wind for nearly six miles neck and neck! The most experienced yachter would not have undertaken to decide between them, and it was only perceptible that whenever the breeze freshened, as it did occasionally, the Little Paddy had reached on her rival, while the return of the light air appeared to give an equal advantage to the Julia. It must, however, be here observed, that the latter is an extremely slight cliker-built vessel, neither coppered nor bound up with bulk-heads as is the Little Paddy. She had been also for this occasion carefully black-leaded from the keel to the bends, and carried a larger jib and top-sail than her more sea-going opponent. Notwithstanding these powerful aids in light weather (which was the prevailing character of the day), the Julia rounded the flag-boat off Sidmouth, which was full seventeen miles from the starting post, only three quarters of a minute before the

Paddy. By this time the *Liberty* had been left far behind, and the contest appeared to rest solely between the two other yachts. The wind being still light, the *Julia* continued a-head; but a nice breeze springing up as they ran before the wind to Lyme, the *Little Paddy* got again upon her legs, and ran up to her opponent like a shot. From being a quarter of a mile astern, her bowsprit was now within a foot of the *Julia's* boom, and she was every moment expected to be seen resuming her station in the van; but the superior jockeyship of her rival enchained her powers, and all her efforts to pass were fruitless. At one moment she hauled her wind, and tried to pass to windward; at another she bore up, and tried the lee quarter; but each time the *Julia* crossed her path, and showed a determination to prevent the *Paddy's* superior velocity in running from being made available to her on this occasion. Seeing that the case was hopeless, but at the same time wishing to show her rival by how very much she exceeded her on this point of sailing, the *Little Paddy* trysed up her maintack and hauled her fore-sail to windward. Even with this diminution of weight, she kept close to the *Julia*, and rounded the flag-boat off Lyme, twenty-eight miles from the starting-post, nearly at the same moment!

The manœuvring between the *Little Paddy* and the *Julia* had enabled the *Liberty* to regain much of her lost ground; she also appeared to run the latter vessel, and rounded the Lyme boat four minutes after her and the *Paddy*. All three now coming upon a wind, jibs were shifted, and as long as the breeze continued fresh, the *Little Paddy* weathered rapidly on the *Julia*. But soon it became again light and free, and latterly falling almost calm, the greater lightness, smoothness, and larger head and topsails of the *Julia*, had their proportional effect, and she arrived at the winning-post about a quarter of a mile before the *Little Paddy*, who beat the *Liberty* by about the same distance.

The *Julia's* jockeying was the next day made a subject for the consideration of the umpires; but, after a long discussion, a majority of them decided that the manœuvre was sanctioned by previous practice, and the sweepstakes were awarded to Mr. Farnell.

As you will naturally expect from the detail, this race has tended much to raise the character of Mr. Beamish's new construction of vessel; and many of the knowing ones here have offered to back the *Little Pat* with odds against either of her rivals in a breeze.—Yours, ever,

FORE AND AFT.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

The Spanish Ex-Minister, San Miguel.

[In the strict spirit of impartial justice, which guides the management of this Journal, especially where individual character is concerned, we readily insert the following Letter. As the composition of a foreigner, not expected to be minutely versed in the idiom of our difficult language, it both bespeaks the acquirements, and attests the good feeling of the writer, who may be assured of our invariable disposition to adhere to that golden rule, "Fiat Justitia." The difficulties of writing history none but those who have attempted it can understand—and if broad facts, for which grounds either positive or presumptive existed, were not to be boldly though conscientiously alleged, there must be an end to historical records. It is our province and our practice to guard our pages as far as possible from errors of statement, by holding our contributors responsible to us for the facts they may advance, whenever these may not be cognizable by ourselves: and we are persuaded that the writer of the narrative of the "War of the French in Spain" will either show the grounds for the allegations questioned by our Correspondent, or, if satisfied that he may have been led into error, will meet the temperate correction of his opponent by an equally frank *amende*.—ED.]

MR. EDITOR,—In the United Service Journal of September 1832, "War of the French in Spain in the year 1823," page 55, it is said,—“San Miguel, the minister for foreign affairs, whose intemperate conduct seemed the proximate cause of having drawn upon his country the invasion of the French, had previously to the present juncture, left Seville. He proceeded first to Cadiz, and arrived at Gibraltar in May, having in his possession a large quantity of the church plate of Seville, which he had contrived to carry off with him. This character did not again make his appearance in the political arena*.”

This statement comprehends two different points: the conduct of San Miguel as a public man, and his character as a gentleman. Nothing can be more natural in a free country, than to carry controversies on political matters to the most unlimited extent. Therefore, the conduct of San Miguel, as a statesman, may be styled intemperate, even destitute as the assertion is of any proof or reasoning to the purpose. Perhaps the time is not yet arrived when the atrocity of the French invasion of Spain in 1823, with all its appendages, can be properly appreciated; and, surely not, fully, dispassionately, and impartially discussed. But the private character of the aforesaid gentleman is a subject of a very different nature, and deserves a little more consideration.

That San Miguel did contrive to *carry off with him*, to Gibraltar, a large quantity of the plate of the church of Seville is not only an assertion beyond the possibility of being proved, not only calumnious in the highest degree, but what perhaps is worse in a political point of view, is eminently absurd. San Miguel came to Seville as minister for foreign affairs, when the Constitutional Government could not make spoiliations of any kind, being responsible for their proceedings; when ministers were most vigilantly watched by a free press, of whose power and influence nobody derived a more substantial advantage than the enemies of the institutions of the time, when they availed themselves of any occurrence to promote their views. San Miguel, as secretary for the foreign department, could not interfere in matters of that sort, which, at all events, concerned, exclusively, the minister of finance. As member of the cabinet he might have joined in the deliberation; but the seizure of the plate of the cathedral of Seville, being at that time an extraordinary measure, could not be carried into effect, without a little more noise than is compatible with the profound secrecy in which it had been, for so many years, kept. The chapter of the cathedral of Seville never had the reputation of tamely submitting to orders against temporal immunities, even in circumstances of a more pressing nature than those alluded to. The spoliation, in fact, did not take place, nor then, nor at any subsequent period.

But supposing San Miguel in possession of that treasure, there still exists the greatest of all difficulties to be surmounted. San Miguel could not extend his *contrivances* beyond the limits of his empire. San Miguel could not put in his pocket, as bills of exchange, or notes of the Bank of England, any sufficient quantity of the plate, even to defray the expenses of a few days in Gibraltar, and his subsequent passage to Catalonia; less still in his luggage without detection, or strong suspicions of the embezzlement. The immense bulk, comparatively of little value, of the plate of churches in Spain, could not be overlooked by the vigilance and penetration of the officers superintending the police at that fortress; and less to be concealed, through them, from the knowledge of ministers in England. The behaviour of Mr. Canning towards San Miguel, when that gentleman arrived in this country, is totally irreconcilable with the discovery, revelation, or mere suspicion of the alleged robbery.

As soon as San Miguel arrived at Seville in 1823, he, with all his colleagues, tendered his resignation; and immediately departed for Barcelona, as chief of the staff of the army, under General Mina. On the 8th of Octo-

* “He however assumed the command of a division of troops in Catalonia, where he was wounded and made prisoner.”

ber following, being at the head of a small division of cavalry, of hardly 100 men, he fought most bravely against a French brigade of more than 900 *hussars*, until overwhelmed with so enormous a force, to use the very words of his aide-de-camp, who was by his side, *fell pierced with more than fifteen wounds, one very severe in his head* (and of which he suffered dreadfully still in England), having been left for some time as dead, and completely naked, on the field of battle. Conveyed to Zaragoza, Marshal Lauriston, two months afterwards, allowed him to withdraw from Spain; and passing through France, he came to England as a refugee. Mr. Canning, then minister for foreign affairs, offered him pecuniary assistance, which San Miguel, after proper acknowledgement, refused to admit; having preferred, when his means of subsistence were exhausted, to apply for the allowance granted by the government of this country to his companions in exile.

These facts are upon record, and may be ascertained at any time. Nothing will be said here of the cruelty of attacking, in such a manner, a person who is absent from England, who at this very moment has no country, friends, relations, nor help,—who, when young, very young still, was engaged in the Peninsula, in the same cause, with many of the gallant individuals belonging to the *United Service*,—since these considerations are not, now-a-days, of importance. But there is one circumstance which might have had some weight, on proper reflection; and with none more than with that illustrious class, supposed to be most sensitive in offences against private character. By them a thought, it seems, could have been anticipated. In times like the present, of universal convulsion,—when even princely stations are not sufficiently high to afford protection against political vicissitudes, what could be, in future, the point of repose for the mind of persons in exile, or banishment, if attempts to destroy sympathy did succeed with the generous hearts of all countries?—Your most obedient Servant,

London, Sept. 20th, 1832.

A FRIEND OF SAN MIGUEL.

The Corps of Engineers.—Reply to "A Sapper."

21st July, 1832.

MR. EDITOR,—As a subscriber to the *United Service Journal* from its first publication, I felt not a little regret upon perusing your number for June, to see the attack upon the corps of Engineers. It bears the signature of a Sapper; but I feel persuaded no soldier of that respectable corps would so far disgrace himself as to calumniate his officer, or could be so ignorant as to imagine he would be believed in asserting that a Second-Lieutenant of Engineers received more pay than a Lieutenant-Colonel of the Line. Did I suppose the article was written by a Sapper, I should not so far forget what is due to my commission, as to notice it through your Journal; and looking upon it as the production of some civilian connected with, but probably disgraced by the department for mal-practices or insubordination, I should consider it utterly unworthy of my attention, were it not the duty of every good subject to refute the various calumnies and mis-statements which it is so much the fashion of the day to publish, for the purpose of disseminating dissatisfaction and discontent throughout every class of the community.

For duties so multifarious as that of the Corps of Engineers a variety of talent and attainment is required in its members; and were the list of the Corps to be gone through, I am of opinion no officer would be found who does not possess and cultivate some talent highly beneficial to the service. To prove to your readers that science, talent, and general information is possessed in *every grade*, from the Inspector-General to the Subaltern, I will name a few of the very numerous instances I could adduce where the merits of the individuals have been publicly recorded. The scientific services of the Inspector-General, rendered by him as Lieutenant Boyce, at the commencement of the Trigonometrical Survey of Great Britain, were acknowledged in the strongest terms by General Roy, as stated in a paper read before the Royal Society, on the 25th of June, 1805. The professional

and the officers under his orders, repeatedly called forth the thanks of the Commander of the Forces in the Mediterranean, and particularly of Sir John Stuart, for the means adopted for the defence of Sicily in 1809.

The numerous works of Colonel Pasley on professional subjects, and on the general policy of Great Britain, are sufficient evidence of his science, general knowledge, and professional talent. Of the high reputation and attainments of Colonel Sir J. T. Jones, the corps may justly boast.

The merits of Colonel Colby, as a man of science, the self-named Sapper admits.

The situations filled by General Sir James Carmichael Smyth, Brigadier General Sir Stephen Chapman, Lieutenant Colonel Sir W. Gossett, and Colonel Burgoyne, and the tact with which Colonel Sir Charles Smith has administered the government at different periods in the West Indies, evince, that there is in the corps no deficiency of general talent or information in the senior ranks. Major Blanshard's pontoons, the Treatise on Defilement by Captain M'Caulay, with the Drummond Light, introduced by Lieutenant Drummond, prove that the junior as well as the senior grades possess and cultivate science, professional talent, and general information.

The lines at Torres Vedras proved to the world that the British Engineers were not inferior in military skill to those of other nations.

Dupin, in his work upon the Military Establishments of Great Britain, page 278, does justice to the rapidity and intelligence with which the Officers of Engineers, assisted by their Sappers, placed (in 1815) the Belgic frontier in a state of defence.

Sir Henry Hardinge, in his evidence before the Finance Committee of the House of Commons, 21st of March, 1828, states, by the vigilance and exertion of the Engineer Officers, 15,000*l.* had been saved upon the expenditure upon repairs in England; and 20,000*l.*, or from 40 or 50 per cent. in Ireland. Sir Henry also states, in his evidence on the 24th of the same month, that it has been proved to the satisfaction of the Duke of Wellington, the pay and allowances of the Junior Officers of Engineers, then employed in England and Ireland, was *lower* than that of the line!—and that the pay and allowances were less in 1828 than in 1792.

Did my professional duties afford me time, I could say much more on the present subject, and counteract many of the mis-statements in your Article upon the Royal Military Academy at Woolwich; unfortunately, however, I have not the leisure of those "high-crested drones, who have nothing to do but sign their names and receive their pay;" or who

"Soundly sleep the night away,
And just do nothing all the day."

Yours, Mr. Editor, very faithfully,

R. E.

. The Writer, whom we beg to refer to our remarks, addressed to him and others, in our Notices to Correspondents last month, strangely mistakes the purposes and practice of this Journal, which may, with more justice, be considered in the light of a safety-valve for the grievances, real or alleged, of the United Service. The discussion to which similar communications as those to which he alludes give rise, is precisely the best medium of refuting vain pretensions, and establishing those which are just. The Corps of Engineers are the last body in the Service to whom argument or investigation should be obnoxious, or who have to apprehend injustice at *our* hands.—Ed.

Omissions in the distribution of the Order of the Bath.

MR. EDITOR,—I perceive in a letter published in your Journal for August, relative to the late distribution in the Order of the Bath, a mistake in the name of a gallant Officer, whose professional character is so well established, that no man who served during the war can be at a loss to know that the person meant is Rear-Admiral Brace: we see him classed with Rear-Admiral Campbell,—the names to naval ears harmonize, and couple

well, and both men, I am assured, feel flattered by the association. Nor is it the first time; for at a naval public dinner, at which neither was present, when the names of the late appointed Knights-Commanders of the Bath were announced, the murmur (accompanied with astonished disappointment,) was,—What have Brace and Campbell done not to have received this mark of honourable distinction? What?—

There is a reason, Solomon saith, for everything under the sun, and doubtless one for this; but the public, and above all, the naval profession, in common justice to the individuals, should be made acquainted with it. Agreeing, as we do, let us repeat the query of your Correspondent, who says—"In doing *justice* to Fred. Maitland, why was injustice done to Pat Campbell, his senior officer?" Here let Admiral Brace again go hand-in-hand, for he is the senior officer; who, besides taking a frigate, and distinguishing himself in a brig, was alike fortunately active; and who will not admit, but that he was an ornament to the Order of Companions of the Bath when first established? Such he was,—and such he served as Captain of the Impregnable at the battle of Algiers. The drummer boy, for Waterloo, received a medal: the Captain of the three-decker, whose life had been passed in zealous service, amounting to devotion, was fed with hope,—"delusive hope" indeed, when conveyed through the medium of men in power. This, Mr. Editor, is fact, and can be attested by,

Your's truly,

A BIT OF BLUE.

The British Cavalry at Fuentes de Onor.

September 15, 1832.

MR. EDITOR,—The author of the Remarks on the British Cavalry on the Peninsula is again incorrect in his last account of Fuentes de Onor. His mistakes evidently originate in his not having had the opportunity of observing correctly what was going on, for he certainly intends no disparagement to any individual or corps, on the contrary, he is liberal, if not lavish of his praises in the extreme. But when he says that a charge made by Captain Purvis, of the Royals, was the *only one* made during the day, I confess being at a loss to know either to what charge he alludes, or what he understands by a charge.

I had good opportunity of observing the whole of the British Cavalry during this day. Its deeds were but inconsiderable, its great inferiority of numbers not enabling it to do much; but I should undoubtedly say that the charge "par excellence" of the day was the one made by a squadron composed of a troop of the 14th Light Dragoons and a troop of the Royals, formed by the present Marquess of Londonderry himself, with great presence of mind and promptitude, for the purpose of rescuing the gallant Captain Ramsay's troop of Horse Artillery from its perilous situation, when threatened by a column of the enemy's cavalry. This charge, which was led by an officer of the 14th Light Dragoons, and accompanied by Lord Londonderry, with his usual chivalrous bearing, was most effectual, not only in extricating the Horse Artillery, but in handling the enemy pretty roughly; Lord Londonderry in person encountering a Colonel Lamotte of the 13th Chasseurs, and disposing of him in the most gallant style.

I am not aware of the Officer's name who commanded the half-squadron of the Royals joined to the 14th in this charge. It might, for aught I know, have been the one mentioned as having made the *only* charge in the day; but I am sure that Lord Londonderry, or any other competent judge, must be rather surprised, on reading the account in question, to find *this* charge not even mentioned as part of the little the British Cavalry did at Fuentes de Onor.

I am, Sir, your most obedient Servant,

"HONORIUS."

J. M. to J. H. on Tactics and Logic.

MR. EDITOR,—A writer who signs himself "J. H." asserts in the last Number of your Journal, that I have allowed the failure of the Mameluke cavalry to break the French infantry, urged against my theory by the "Old Soldier," to pass unnoticed. Had your correspondent read the reply to the remarks of the ancient Soldado printed in the June Number, he would have seen that he is mistaken, for the cause of that failure is there very distinctly pointed out; and though your correspondent is right in saying that I have not spoken of the affair at Clifton Hall, he does me injustice if he wishes it to be understood that I have brought forward only the battle of Preston-Pans as a proof of the superiority I claim for the sword, as an arm of close combat, over the musket and bayonet: the first part of the Essay on Tactics contains a number of instances that amply bear out the opinion I have expressed on that point. I am glad to see that the good cause has gained so well-informed an ally as your new correspondent has shown himself; but I must really request a full reading from all those who honour my humble lucubrations with critical observations or remarks.

I have to complain of a similar oversight on the part of the "Old Soldier," who, unable to make good his original assertion that I had "accused the British cavalry of a want of chivalrous conduct," quotes two passages from the second part of the Essay on Tactics, to show that if I did not exactly say as much, I must at least have meant something of the kind, "if he understands the passage right." Had the "Old Soldier" read the passage rightly, he would have seen it very plainly stated, that I was speaking of foreign cavalry only; and though I fully acquit the writer of any intentional omission, I must, to him likewise, repeat my request for a fair reading, to which I can, thanks to my critics, add also a claim to be fairly understood: for in the remarks, I might almost call them strictures, that were made on the first part of the Essay on Tactics in the Edinburgh Observer as far back as December last, the article is stated to contain "much striking criticism," and "solid information clothed in direct, manly, robust, soldier-like style," which I presume means a clear and intelligible style.

If I have made no answer to the "Old Soldier's" last letter, it is simply because all those of his statements that bore directly on the subject of tactics were before fully replied to; but as truth cannot be too often repeated, I shall take an opportunity, when noticing the review of these papers that lately appeared in the Caledonian Mercury, to show,—as my clever and unknown friend "J. H." has in a great measure done already,—how feeble is the support that "the stubborn and undeniable facts" mentioned, lend to the doctrine advanced by my gallant opponent.

I must now say a few words on the subject of logic, which, though the foundation of all science, seems, in these liberal times, to be most lamentably neglected; but though discarded from politics, we soldiers must strictly adhere to its rules in the discussion of all military matters; for faulty logic will never gain for us a just system of tactics.

I formerly stated that an anonymous writer was a shadow only, depending solely on the value of the opinions he might advance, and the power of argument by which they were supported. I must now add that the views of an author whose name is known must, in the like manner, be tried only by the proofs he can bring to their support, and must be totally abstracted from the estimate in which professional rank or standing may place the writer individually in the opinion of the critic. Who the advocate of new theories may be, what he may know, or what he may not know, are matters of no earthly consequence, unless where such a writer or speaker falls into the error of setting himself up individually as sufficient authority for the truth of his facts or the soundness of his doctrines; in all other cases the question simply is, what has he stated, and by what train of reasoning does he arrive at his conclusions. There can be no greater proof of defeat in argument

than to deviate from the matter in discussion, in order to question the pretensions of an adversary. That all this should be perfectly well known, I am fully aware of; but I repeat it here, because the perusal of any modern controversy or periodical publication, amply proves how constantly the rule is disregarded; and we have actually seen Colonel Napier himself forced to plead the antiquity of his family in support of his military opinions. As I have advanced nothing in the Essay on Tactics on my own authority, and have stated no facts that are not perfectly well known to every officer of ordinary reading and professional experience, I shall expect that any gentleman who may be disposed to question the soundness of the conclusions at which I arrive, will first prove that my premises are faulty, or that my reasoning is illogical; this is the proper mode of conducting such a discussion;—"The rest is all but leather and prunella." I think it advisable to state this at once, because the public papers, in reviewing the Essay on Tactics, have also mentioned the name of the author; and though this has been done in terms far more flattering than deserved; it has nevertheless deprived me of a mask that had its advantages.

There is another point closely connected with the foregoing, which must also be placed in a proper light before we can be said to have a fair course for the future discussion of the main part of this most important and neglected subject. The words of the "Old Soldier" fully explain this, and I quote them here, using them at present as a text only, because I know that they speak the sentiments of many experienced and highly respectable officers. Having stated that the system is good enough to satisfy him, and that he is still for letting well alone, the Old Soldier says—"It is, however, consolatory to me to know, that the system is also quite perfect enough to satisfy by far the greater majority of those who took part in the many hardly contested actions between 1801 and 1815, and whose observations and experience might be supposed to enable them to form opinions on such matters not altogether worthless." Were I to grant even, which I do not, that such are the views of the "greater majority of experienced officers," would it disprove a single one of my premises, or shake any part of my reasoning? Not in the slightest degree;—for, imposingly as such a phrase sounds, it only points out another illustration of the well-known fact, that all those human institutions which have gradually yielded to the progress of improvement, were supported by wise and upright men, till their defects became apparent; and where is he who shall say that he never was in error, or what man of just and honourable feelings ever hesitated to avow himself wrong when he found himself mistaken? Besides, mere opinion, however high, can never be quoted to disprove conclusions attained, or sought to be attained, by a regular train of argument; for opinion is conjecture only, for which it is the object of demonstration to substitute certainty. Argument must be met by argument alone, or by established facts having the force of argument by bearing clearly and distinctly on the subject. The opinion of Solomon himself would not disprove the simplest mathematical demonstration.

Will you, in conclusion, Sir, permit me to recommend some of the foregoing remarks to the consideration of mess-room logicians, under the rank of captain? If duly attended to, they may occasionally help to arrest the progress of angry discussion, the proposal of idle bets, as well as the more serious evils that sometimes result from ill-managed controversies.

I am, Sir,

Cheltenham, Sept. 1832.

J. M.

Marshall's Gun Carriages.

MR. EDITOR,—In the United Service Journal of this month, I find inserted a communication, dated August 15th, and signed "S.," containing

'the following paragraph:—" Captain Marshall's carriages will, I suspect, require some material improvement, before they will stand the test of work. I saw one of them three different times fly from the crutch at the recoil, and fall upon the deck." I have, therefore, to request the favour of your inserting one or two comments on the above communication; and, first, I would remark that, unless your correspondent, in the working of my gun-carriage, be like the " ninety-nine soldiers out of a hundred," whom he pronounces to be " profoundly ignorant of the very principles of shooting," his candour is a little at fault, or he would not have failed to acquaint your readers with the circumstances which caused my gun-carriage, on board the Excellent, apparently to disgrace itself on a recent occasion, after having earned, during the last five years, such unqualified testimonials of good conduct from so many of the most distinguished officers in the service.

Your correspondent states that he saw a gun on one of my carriages three different times fly from the crutch at the recoil, and fall upon the deck; but did he not also see that the breeching on each of these occasions was too long, and that, consequently, it allowed the muzzle to recoil through the crutch? It has been the lot of some men to see a mast fall over the side because the rigging was too slack to retain it in its place; but I doubt if any one would infer, from this circumstance, that henceforth some *material* improvement in the construction of masts was necessary to make them " stand the test of work." As, therefore, I conceive that the experiments alluded to could only have been pursued to show the consequences of working my carriages with improperly-fitted breechings, your correspondent will, no doubt, see the propriety of my having noticed his comments; since, without some explanation, they might have led to false conclusions. Of this I can assure him, from long experience, that when well-stretched breechings are properly fitted to my carriages, they will continue for years to prevent the muzzle from dismounting, and will never require altering or taking up if at first fitted the prescribed length.

Since the occurrence took place to which allusion has been made, I have had the pleasure of visiting the Excellent, and her commanding officer having appeared most anxious that every attention should be paid to my suggestions, in order that my invention should receive a full and fair trial, I am sanguine enough to hope that, should the individual signing himself " S." again visit that admirable establishment, the more pleasing task awaits him of recording in your pages that success continues to attend my exertions for the improvement of ships' gunnery.

Your most obedient servant,

Knaith, Sept. 23, 1832.

J. MARSHALL.

Pursers and Surgeons of the Navy.

SIR,—I have been requested to inquire, through the medium of your valuable Magazine (if you can spare me a little space) whether Pursers and Surgeons of His Majesty's Navy are not naval officers; and if they are, whether they or their families can be justifiably deprived of the benefits of an institution founded for the relief of the orphan daughters of clergymen, and of naval and military officers generally?

The Orphan Asylum, Regent's Park, was established for this praiseworthy purpose; but the daughters of pursers and surgeons are denied any participation in the advantages it affords, with the mortifying, and, in my opinion, incorrect assertion, that the inferiority of their father's rank deprives them of all claim or right to consider themselves as officer's children.

Some one of your many professional readers may perhaps place this matter in its true light, and convince the Managers of the Institution that they sanction injustice, as well as limit their sphere of charity, by the exclusion of these classes of unfortunate orphans.

Your insertion or notice of this communication will, I am sanguine enough to believe, materially serve the cause of these rejected classes, on whose behalf I address you.

I am, sir, your very obedient servant.

R. ROSE.

Gower-street, Sept. 19, 1832.

Objections to Steering from the Bow.

MR. EDITOR,—Having observed, in your number for December last, a communication on the subject of steering ships from the bow,—a plan in which there are, as it appears to me, great, if not insuperable difficulties,—will you do me the favour to insert the following statement of what I conceive these difficulties to be; and perhaps your correspondent may be induced to furnish me with an answer to my objections?

First, as the two rudders, with which he proposes to furnish the ship, must be worked by different hands, there would, I think, be considerable difficulty in maintaining a complete concert between them, and preventing their occasionally counteracting, instead of assisting each other. This, however, might be obviated by practice.

Again; supposing there were no other obstacles to the action of a fore rudder, the difficulty of steering would be very great from the frequent breaking of the sea at the bow; and especially so in stormy weather, at which time your correspondent anticipates the greatest advantage from the use of the fore rudder.

Thirdly, the great distinction between the two rudders is, that, when both are a-midships, the stern rudder is in a position of stable, the fore rudder in one of unstable equilibrium; that is, the stern rudder—if, when there is way on the ship, it be moved from its position a-midships—has always a tendency to return to that position; whereas the fore rudder, if disturbed but in the least from the position supposed, has a tendency to move still farther from it, and, if left to itself, would come flatways against the bows of the vessel. It would be, therefore, necessary to have it constantly fixed a-midships, unless when in use; and, being so fixed, it appears to me that it would be exceedingly liable to be unshipped by the first heavy sea that broke over the bow.

This leads me to remark the difficulty, not to say impossibility, of working such a rudder in the bow by any power which could be applied to it. Suppose θ to represent the angle which the rudder makes with the direction of the ship's motion. Now it is well known from theory that the resistance of a stream to a plane in the direction of the stream,—that is, of the ship's way in the present instance,—varies as velocity $\times \sin^3 \theta$. Experiment, to be sure, does not exactly agree with this result, but the discrepancy is not such as to affect the argument. It is plain, then, that as the displacement of the rudder from the position a-midships, the difficulty of bringing it back will be increased in a very high ratio; and for a given angle of displacement, the power necessary for this purpose will increase with the velocity of the ship.

The same force, it is true, acts in the same manner and degree on the stern rudder; but it must be recollected that, in working this rudder, the effort of the helmsman is to turn it against the force; and, on the effort ceasing, the rudder returns to its original position. But in working the fore rudder, the effort is to resist the force tending to increase the displacement from a-midships. The consequence of an increased velocity, in the former case, is merely to make a smaller turn of the helm produce a greater effect; in the latter case, it also increases to a great degree the difficulty of management. I shall be glad to learn that these objections are not insurmountable.

Your obedient servant,

Cambridge, June 28, 1832.

W. J. T.

On the State of Naval Construction.

MR. EDITOR.—In the "Metropolitan Magazine" for August, there is an article on the State of Naval Architecture in Great Britain, on which I beg leave to offer a few remarks, in the hope that you will not deem them altogether unworthy a place in your valuable publication. In so doing I have no wish but to promote free discussion on a highly interesting subject, and to allow fair play to all parties. Your correspondent, "A Civil Engineer," in your last Number, has made some good observations on the article to which I allude; it is not, however, my present intention to follow in the track which he has so ably opened, but rather to examine whether the system of ship-building practised by the newly appointed Surveyor of the Navy, whom the writer in the "Metropolitan" seems to have undertaken to back against all competitors, is really supported by the arguments which that writer makes use of, and by the examples which he adduces as excellencies in naval architecture.

The first assertion of the "Metropolitan" which I shall notice, is at page 333. It is as follows:—

"The interests of America, &c. soon advanced her naval architecture to the highest degree of perfection."

This is certainly saying a great deal: the national ships of America are however, as is well known, effective men-of-war, and not yachts. We will, if you please, examine the proportion between certain dimensions of two American ships of war. The first is the *Frolic*, (afterwards the *Florida* in our service,) of 22 guns, and about 540 tons, captured on the 20th of April 1814, by the *Orpheus* and *Shelburne*; and I believe considered by our naval officers, a remarkably fine ship of her size. I shall compare her dimensions with those of Captain Symonds's new corvette the *Rover*, taken from Mr. Edye's "Calculations on Ships of War," lately published:

	<i>Frolic</i> ft. in.	<i>Rover</i> ft. in.
Length on Deck . . .	119 5½	113 0
Breadth, extreme . . .	32 0	35 0
Ratio of length to breadth . . .	3.73	3.23
Armament . . .	{ 20 32 pdr. carr. 2 18 pdr. guns	{ 16 32 pdr carr. 2 9 pdr. guns.
	22	18

The proportions of these two ships are certainly widely different. I regret that I do not possess more information about the American, which might enable me to pursue the comparison farther. The other American ship is a frigate, the elements of which may be seen at page 391 of vol. iii. of Morgan and Creuze's "Papers on Naval Architecture." The length of her water-line is 166.2 feet, breadth of ditto 41.46 feet, the length being to the breadth as 4 to 1, which is rather an unusual proportion for a ship of war.

After noticing the absurd and pernicious method practised in this country, of calculating the tonnage of ships, the "Metropolitan" makes some remarks on the incapability to produce, or even to copy, good models, of the builders employed in our naval yards, during the last thirty years, and to support his argument he gives us a list of thirteen foreign ships, introduced into our navy during the last war with France and Spain, which he says "have been acknowledged to possess the finest qualities, and to have approached the nearest to perfection." I could, I believe, give you the dimensions, pretty nearly, of most of these ships, but not to trespass too much on your valuable pages, three may suffice. The *Canopus*, formerly *Franklin*, captured at the battle of the Nile, was perhaps the finest of the French 84's which the fortune of war placed in our hands.

Her length on the gun-deck . . .	193 ft. 10 inch.
Breadth, extreme . . .	51 6½
Ratio of the length to the breadth 3.75	

It is true, as the "Metropolitan" states, that the lines of this ship were sent out to India, and it is very likely that the Indian builders executed their work correctly, but the merit of producing a good copy of the Canopus is due to those by whom her lines were taken off, in England; and not, as the "Metropolitan" supposes, to the Indian builders. The *Melville*, by the by, was not built from the lines of either the Canopus or Malta, as anybody who has seen her might observe.

Of the frigates I shall take the *Pique*, formerly *Pallas*; because Captain Symonds in his Essay prefixed to the celebrated "Naval Catechism," states that "she was distinguished for her beauty, was inimitable as a fast sailer on every point, and was an excellent sea-boat. Her model, increased to any extent, would have answered every desirable purpose." The only account which I can find of her dimensions, is in James's Naval History, vol. ii. page 460, first edition, viz.:

Length of the lower deck	146 ft. 7 inch.
Extreme breadth	39 7½

or in the proportion of 3.7 to 1. She could not well be called a narrow ship, but certainly was by no means a broad one. She was nearly new when captured, and saw a good deal of service in the British navy. She was not, I believe, broken up until 1820. The *Bonne Citoyenne*, a corvette of 20 guns, and 511 tons, was captured by the *Phaeton* 46, near Cape Finisterre, on the 10th of March, 1796. She was a remarkably long ship of her class, her length being 120 feet 1 inch, and her breadth only 30 feet 11 inches, or as 3.88 to 1, rather a singular example to bring forward to prove the correctness of Captain S.'s system of construction! Here, however, the Captain is more consistent than his champion, for he tells us, in the essay before mentioned, that the *Bonne Citoyenne*, with increased breadth, would give a model for a matchless corvette. The *Myrmidon* and *Hermes* were built from her lines; and so were the *Ariadne* and *Valorous*, but the two latter were converted into frigates by the addition of a quarter-deck and fore-castle, by which they were probably spoiled. I have heard the *Myrmidon* spoken of as a fine corvette, but I think she did not remain in the service more than eight or nine years. Now that I am on the subject of copying foreign ships, I may mention the *Forte* of 48 guns and 1155 tons, built from the lines of the *Revolutionnaire*. She is, I believe, considered a good ship and a fast sailer.

I have now done with proportions for the present, and I hope I have succeeded in showing that, however good those of Captain S.'s vessels may be, they differ very materially from those of some of the ships mentioned by the "Metropolitan" as having "approached the nearest to perfection." As stated by the "Metropolitan," only three out of the thirteen ships now remain; he appears to suppose that the rest were broken up sooner than was necessary, and for an extraordinary reason; and he tells us why he thinks so in the following sentence. "Indeed, when we consider that the *Arrogant*, *Triumph*, *Thunderer*, *Tremendous*, *Leviathan*, *Canada*, *Defence*, and *Invincible*, are still borne on the lists of our navy, it will at once be evident that there can be no excuse offered for breaking up the vessels we have named, which, compared to these, might be considered as hardly seasoned." Now, begging the "Metropolitan's" pardon, he would have been more correct if he had said that some of these "might be considered as hardly seasoned," compared with those whose destruction he laments; for the *Thunderer* was launched only last year, the *Defence* in 1815, and the *Invincible* in 1808; and unless he means that the foreign vessels should have been continued in the navy as harbour ships, the other names are scarcely more happily selected, for they have all been for many years past appropriated to that purpose. Perhaps we ought to make one exception—the *Tremendous* had a thorough repair in 1811, and was, I believe, the first ship so repaired or rebuilt, on the diagonal principle introduced by Sir

Robert Seppings; but as she is one of the smallest seventy-fours in the navy, it is not very likely that she will be fitted for sea again.

The article in the "Metropolitan" is wound up with a fresh eulogy on the new surveyor, at the expense of Dr. Inman and the School of Naval Architecture. Now surely this is not fair. Dr. Inman has always been restricted to a certain tonnage, but he has nevertheless constructed some excellent vessels; and I am very much mistaken if his corvette the *Orestes*, of 18 guns, and 459 tons, is not at this moment the best ship of her size in the navy. In a former article, the "Metropolitan" describes Capt. Symonds as "a man who is able to calculate before he lays down his lines." As he does not tell us what is to be so calculated, we are left to guess at his meaning. Those who are skilled in the business of naval construction know best what calculations can be made before any lines are drawn; but surely it cannot be doubted that the members of the School of Naval Architecture are perfectly capable of making all the calculations necessary in the construction of a ship. But perhaps the expression was intended to apply to the mould-loft floor? If so, there is no occasion to say more on the subject.

But, Mr. Editor, I decidedly object to the office of Surveyor of the Navy as it has hitherto been constituted. In my humble opinion it is neither doing justice to the country, nor to the individual appointed. We ought to have a regular office of construction, or Council of Naval Architects, which should be composed of the most scientific constructors in the kingdom, who should combine their efforts to produce good models, and to investigate their properties. The immediate objects of such an office of construction have been pointed out by Mr. Henry Chatfield, of H. M. dockyard, Plymouth, in an ably written pamphlet, entitled "Reflections on the State of British Naval Architecture in 1831." The advantages to be derived from such an union of talent and division of labour are incalculable; and the establishment would be the means of preventing useless expenditure of the public money, as bad ships would not then be built. I fear there is little room to hope that such a plan will be adopted in this country; as a sort of substitute for it, however, the suggestion of the "Civil Engineer" is excellent, viz. that when two ships of the same size are to be built, the School of Naval Architecture should be directed to construct one of them. The country would then have the benefit of the services of those gentlemen in that line for which they have been expressly educated.

I am, Sir,

Your constant reader and well-wisher,

A LOOKER ON.

12th September, 1832.

Grades of the Order of Knighthood.

MR. EDITOR,—Your note to the question put to you by T. M——y, in August, 1829, is true and explanatory enough as far as it goes; but can you tell me how it happens that those officers who have obtained the Order of the Bath, appear rather ashamed of, than gratified, by the distinction—particularly the *Companions* of the Bath? * Not only is the badge of this class never worn in plain clothes, even on public occasions, but this (formerly considered) honourable distinction is not even noticed on their cards. I must therefore suppose "there is" (as has been said elsewhere) "a screw loose somewhere." This is the more remarkable (and to me most vexatious, as I was on the sharp look-out for this mark of our good King's favour) parti-

* The title of "Companion" of an order of knighthood is an unmilitary anomaly which has undoubtedly become unpopular with the service in general, and its possessors in particular; yet, in despite of this feeling, it is attempted in some quarters to degrade the Knights of the Guelph to the same absurd designation.—*Ed.*

cularly when calling the other day on a friend who is a C.B., I took up his list of the United Service Club, and was much struck by observing that even in it the members are not distinguished who possess this honour, by it being added to their names. I could not resist asking my friend the reason; he could give none, but expressed most feelingly his individual regret that it should be so, and added—"You will be astonished when I tell you, that not only are none of the promised distinctions of this grade of the Order attended to, but even the regulations are not yet printed, although the fees and expenses of each have been paid for by all who have obtained the honour; many of these more than fifteen years ago!!"

Do, Mr. Editor, explain how all this is, if you can, and oblige your humble servant,

PATIENCE.

Westminster Abbey.

The Lion of England.

MR. EDITOR,—Having perused in your Journal several letters on the subject of medals for the long-neglected service officers, whose junior rank in the fighting days, shut them out from receiving any decoration, (there being no national one open to all ranks,) I cannot refrain from expressing my sentiments through the same channel; and heartily agreeing with many of your correspondents, particularly the One-armed Commander, who has written in your Number for March, page 395. I have had a long acquaintance with the Navy and Army, on various stations, and ever found much discontent on this head, particularly among the gallant Officers who fought in the Peninsular campaigns, many of whom were in double the number of general actions that caused their seniors to be decorated with the K. C. B. star. Yet they wear no medal to distinguish them from their *blank* cartridge messmates, who even think it a bore to have their ears invaded by a fighting story. This, Mr. Editor, is a decided grievance, which ought to be redressed. Why do not two Officers of distinction in the Navy and Army, lay the united voice of the two services before his Majesty, who will not give a deaf ear to it? Who has seen the French troops engaged that will not assert that the Order of the "Legion of Honour" was a powerful stimulus to their senior officers to behave well?

A National Order should be instituted forthwith, to reward the brave of all ranks, and excite the new hands, in case of a war. It might be styled the "Lion of England;" conferred for good conduct in action, and only to be worn by Officers who have been under fire. It should consist of four classes, so that each individual should be rewarded according to the number of general actions he was actually present in—a wound ought to reckon as one. The second class to be open to Field Officers, Post-Captains, and Commanders. Naval actions of single ships and cutting-out, to be classed as general actions, if they were of a brilliant nature. The third or fourth class to be given to Officers of all ranks, who have not been in the number of actions which would entitle them to either the first or second class. I should hope that John Bull would not grumble to defray so trifling expense to reward those who shed their young blood for him, after being so munificent to those who bled at Waterloo, where a wound proved no "bad hit." However, Officers will gladly pay the cost.

A WATERLOO MAN.

J. U. S. Club, 1st of August, 1832.

* * Many Letters, of interest to the UNITED SERVANTS, are in type, but from the extent of our Correspondence from the Ports, they are necessarily postponed till next month.—Ed.

EDITOR'S PORTFOLIO;

OR

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

SIR WALTER SCOTT died at Abbotsford, on the 21st of September, in his sixty-second year.

Up to the 8th of September no further move had been made in the scuffle for the throne of PORTUGAL. It is difficult to say which party has hitherto displayed the least spirit or capacity for war. It appears, however, by accounts received too late for analysis at our hands, that on the above date, and for some subsequent days, brisker operations were undertaken by the forces of Don Miguel, tending to the close investment and direct attack of Oporto. In the former object they had succeeded, advancing close to that place on the north bank of the Douro, and possessing themselves of Villa Nova on the south, from which they had even thrown some shells into the city. The fleet of Don Miguel had again sailed from the Tagus, steering to the westward, with a view, it is believed, of drawing off Admiral Sartorius, who follows the Portuguese fleet, from the relief of Oporto. We conclude that, *nolentes volentes*, the belligerents must now settle the question at issue.

The report of the death of FERDINAND VII., King of SPAIN, has not been confirmed.

The Egyptian troops, under Ibrahim Pacha, have taken Aleppo, and (with the aid of cholera) dispersing the Turkish army, have advanced to the borders of Anatolia. This contest becomes extremely important, as regards the final destinies of the Turkish empire.

The symptoms of a recourse to arms, to decide the differences between HOLLAND and her revolted province, seem to indicate a crisis at hand. Rumours disgraceful to the policy, justice, and national feeling of Great Britain, are rife amongst those who advocate the prostration of this country before the reviving predominance of FRANCE, now so arrogantly asserted by that lately humbled Power. We are slow, however, to believe reports which consign the tars and soldiers of England to the ignominy of *seconding* Frenchmen in a repetition of the aggressions and outrages perpetrated by them in the Peninsula, or of unnaturally aiding those ambitious, immemorial, and inveterate foes of England—the conquered of Trafalgar, and the allies of Navarino,—in a tyrannous crusade against an honest, brave, and friendly people, united round a manly and patriot King, in defence of the plainest rights, involving their very existence as a nation.

Can we forget—can the British people forget the thrilling cheer of “*Orange Boven*” re-echoed from the cliffs of Britain to the shores of Holland, or its *import* as the rallying cry of Dutchmen bursting their chains, and calling upon the aid and the sympathy of their British brethren—the victorious champions of that FREEDOM, so long trampled in the dust by the hordes of modern Gaul?

Yet is it said, calumniously no doubt, that a British armament is about to *co-operate* with the French for the restoration of that Gallic despotism which the arms of Britain overthrew!

NAVAL AND MILITARY LIBRARY AND MUSEUM.—Contributions received since last publication.

MODEL ROOM.

His Grace the Duke of Northumberland.—Model of a Ship's Gun (brass) with a Carriage on a new principle, suggested to lessen the recoil of the Gun.

Theodore Price, Esq., Deputy Lieutenant for the counties of Stafford and Worcester.—Model of a Fire-Escape.

William Tait, Esq., late Royal Staff Corps.—Model of a Chain Bridge.

LIBRARY.

Captain Luard, 16th Lancers.—A Series of Views in India, comprising Sketches of Scenery, Antiquities and Native Character, drawn from Nature and on Stone by Captain Luard, 16th Lancers.

Lieut. Wm. Morton, H. P.—Reports of the Select Committee of Finance on the State of the Nation, appointed by the House of Commons, 4 vols.; Proceedings on the Inquiry into the Convention of Cintra, and conduct of the Officers concerned, with five Plans of the Operations of the British Army in Portugal; The Trial of Lieutenant General Whitelocke, with the Plan of Attack, and Town of Buenos Ayres, 1 vol.; Strictures on the Army, by a Field Officer; the Arcanum of National Defence; Proofs of the Forgeries of Major Hogan's Pamphlet for Libels on the King and Dukes of York and Sussex, 1 vol.; The Commissary, in two parts, by Havill and de Mesurier, 1 vol.; James's Regimental Companion, 2 vols. 1803; Instructions to Hussars and Light Cavalry acting as such in time of War, 1 vol.; General Orders, Horse-Guards, 1 vol. 1804; The Elements of Military Arrangement, by Colonel Williamson, 2 vols. 1784; Cautions and Advice to Officers of the Army, by an Old Officer (anarce), 1 vol. 1760; Instructions for Military Officers on Foreign Service by a Field Officer, 1 vol.; State Papers connected with the Peace of 1802; Arguments for and against the Union of Great Britain and Ireland; Comprehensive view of some existing cases of misapplication on the Distribution of Contingent Allowances, &c. by Major James, 1 vol.; the Aide-de-camp, or Staff Officers' Assistant, with Tables of Pay and Allowances, 1 vol. Militia Statutes, from the 42nd to the 47th year of the Reign of George III.; The Standing Orders of the 88th Regiment; Instructions from the Army Medical Board to the Surgeons of the Army, 1 vol.; the Necessity of a more effectual System of National Defence, by the Earl of Selkirk; Memoir on National Defence, by Capt. F. Porch, R. E.; Plan for a General Reform of the British Land Forces, by the Honourable Brigadier-General Stewart, 95th Regiment, 1 vol.; [Machinations] which led to the usurpation of the Crown of Spain.

Lieut. Charles Stoddart, Royal Staff Corps.—Form of Report in trying the qualities of ships. Note.—A particular officer is appointed to each ship in the French service, to draw up Reports on the objects named in the Form; to point out minutely the qualities and advantages of each ship, under what circumstances she sails best, &c.

John Edys, Esq.—Calculations relating to the Equipment, Displacement, &c. of Ships and Vessels of War, 1 vol. (himself the author).

Lieut.-Colonel Leach, C.B., late Rifle Brigade.—Rough Sketches of the Life of an Old Soldier, by Lieut.-Colonel Leach. 1 vol. 8vo. 1831.

Lieut. C. J. Pegus, Royal Marines.—The Athenian Maid, a Poem (pamphlet).

Lieut.-Gen. Lindenthal, K.C.—Tenne, Sieben-

jahre Kneiga, 6 vols. 4to. 1776; Commento Beausobre, 1 vol. 4to. 1757.

W. P. Smith, Esq., Store-keeper Chatham Dock-yard.—Histoire de la Révolution de France, par Ant. Fantin Desodoards, 10 vols. 8vo. 1807.

Lieut.-Col. G. Swiney, H. E. I. Comp's Service.—Observations on the Law of Population, being an attempt to trace its effects from the conflicting Theories of Malthus and Sadler, by the Author of Reflections on the Present State of British India. Pamphlet, 1832.

Lady Mulcaster, Charlton.—An Engraving, accompanied by a large folio book of Sections of Trajan's Pillar, executed in Italy.

N. Ludlow Heamish, Esq., late Major unatt.—History of the King's German Legion, vol. 1, 8vo., by himself.

Lieut. R. G. S. Smith, R.A.—Kandian MS. book, written with a Stile; the Alcoran or Koran of the Mahometan Precepts and Creduda; five Army Lists.

Quarter-Master J. Houghton, 14th Lt. Drags.—One vol. in MS. of the Field Orders of the late General the Marquis Cornwallis, during his Campaign in Mysoor in the years 1791 and 1792, large folio.

MUSEUM.

Capt. W. F. W. Owen, R.N.—Piece of the Marble Cross erected at Angra Piguena, by Bartholomew Diaz, A.D. 1486, when prosecuting that voyage in which he discovered the Cape of Good Hope; taken from the spot by Captain A. T. E. Vidal, R.N., when surveying the Western Coast of Africa, in November, 1825.

Captain Massey, 7th Regiment Native Infantry, Bombay Establishment.—A Hindoo Idol—Mance on his Bull, and his Wife Parbuttee; a Malay Kris.

Captain S. Walker, 65th Regiment.—Eight Bird Skins from Berbice (Guiana); a Carved War Club, from ditto; a Blow Pipe, with Quiver and Arrows, from ditto; Musical Instrument and two Grass Whips, used in the whip-dance by the natives of the same place; the former made of nut shells, and worn on the calf of the leg; the latter being held by two of the party, the dancers, in passing each, hold up the calf of the leg for the whipler to strike, and the one who can bear the most stripes is considered the best dancer.

Lieut. J. W. Seddon, R.A.—Two Bows from Ceylon; two Adigar's Sticks, from Ceylon; two Adigar's Whips, from Ceylon; two Fans of the Cuscus Grass, from Ceylon; one Umbrella from Ceylon.

Lieut. I. T. Paulson, R.N.—Three Spears—one from Tongataboo, one from Vavoo, and one from Noonahelwah; one Pair of Stilts; one Fœger War Club; four Noonahelwah War Clubs.—Note by the Presenter.—“The one worked with hair (human I believe), is generally carried by females, at least we found a weapon of that sort usually in their hands.”—A Bow from Tongataboo, and a Scoop for throwing water on a Canoe's Sails from Tahiti.

John Read, Esq., Ordnance Store Keeper, Jamaica.—Specimen of the Guano.

Commander M. H. Sweny, H. M. S. Gannet.—A Bird's Nest, with its Eggs. The Nest was cut from a tree, from one of the branches of which it was hanging at St. John's, Nicaragua, on the Mosquito Shore.

Capt. John Gordon, R.A.—Two Thousand Five Hundred Greek Coins, found principally in the neighbourhood of the town of Corfu, the site of the ancient “Corcyra.”

Capt. J. R. Jarvis, H.P. 7th Lt. Drags.—Three P'tatins and a Porcupine from New Holland.

The Misses Somerville, Chelsea.—75 Birdskins, 1 stuffed Frog, and a Humming-bird's Nest, from South America.

Capt. Gibson, 4th Drs.—A Matchlock Musket. Lieut. M. L. Sparks, 49th Regt.—An Azagale, Elephant's Tail and Ivory Ring, presented to him by Galka, the late King, as Badges of Office, on his nomination of Captain of the Caffre Nation; an Azagale, a gift from the principal Chief of the same Nation.

Capt. Talbot, R.N., H.M.S. *Warapite*—Dress of a Chieftain from that part of Brazil between Para and Matto Grosso, made of feathers, extremely handsome.

Corn. Cartwright, Esq., Dudley—A series of Specimens of Basalt from the Hills in and about Dudley; Specimens of Limestone; and two Specimens of imperfect Crystallization, from the same locality.

Lady Mulcaster, Charlton—A Box of Shells, collected at the Mauritius and on the Coasts of India.

J. R. Bakewell, Esq., Civil Engineer—Four Specimens of Coal, namely, Slaty Glance Coal, which burns without Smoke or Flame, from the United States of America, the Cannel Coal, Slaty Glance Coal from New South Wales, Columbar Glance Coal from ditto; one Specimen of Iron Ore from Nova Scotia, and one do. of Humatile Iron Ore from Bristol.

Major M'Arthur, unatt.—Male and Female King Parrots from New South Wales.

Capt. S. E. Cook, R.N., K.T.S., F.G.S., &c.—Model of a North American Canoe—Vertebre of a Shark.

Commodore Hayes, R.N., C.B.—Two Bird-skins (Toucan), Fernando Po; one do. from Prince's Island; two Bird's-nests Sierra Leone; one Insect, *gigantic and unique*, (Cerambyx tribe.)

Capt. John Smyth, R.E.—A Specimen of the Congulated Milk of the Cow Tree from Demerara.

Lieut. R. G. H. Smith, R.A.—Leaf of the Talipot Tree; Singalese Surf Boat; Singalese Fishing Boat, with Nets complete; Rangoon War Boat; Kandian Knife, with Stile; Oia, a Kandian Letter; a Pair of Wooden Moor Man's Shoes; a Silver Ornament, worn round the Waists of Children in Ceylon; a Painted Kandian Bow; a common do., both taken at the Capture of Kandy; a large Hand Dunker, with Stands; a small do.; a Palmyra Leaf Fan; a do. painted; a Fan made of the Talipot Leaf, and carried by the Attendants over Persons of Rank; an Adigar's Whip; Branch of the Cinnamon Tree, with a Specimen of the Bark; Singalese Plough; Horse Bridle; Horse-keeper's Brush to keep off the Flies, carried by the Horse-keeper, who runs after his Master; a Bont Puddle; a pair of Antlers; Chinese Umbrella used in Ceylon; a Malay Knife; a Brass Betel Knife; an old Spear or Pike; a Kandian Walking-stick, painted; a Betel Case; a Cape Hat; five Snake-skins.

William Somerville, Esq., M.D., Physician R. Hospital, Chelsea—Fifty Bird-skins from South America.

Commander R. Owen, R.N.—Two Stuffed Iguanas; two Insects in Spirits (the Tarantula Spider and Scorpion); the Claw of a Gigantic Crab.

Lieut. Hargrove, 10th R. Vet. Bat.—A piece of Petrified Cork; Porcelain Block Sheave, from the Wreck of a Baltic Vessel in Yarmouth Roads, 1831; three Grape-shot, recovered by a Diver, Aug. 1832, from the Guernsey Lily Transport, lost in Yarmouth Roads, 1799.

Local Committees are in progress of formation at Edinburgh and Plymouth; the names of the Officers we hope to announce next month. The number of Members to the 27th ult., amounts to 2796.

HYDROGRAPHICAL NOTICES OF BERMUDA.—The late Captain Hurd, Hydrographer to the Admiralty, with the most unwearied patience and industry, produced a Survey and Plan of the Bermudas, that reflected the greatest credit on his talents as a marine surveyor. The bent of original genius is here truly exemplified; and if this worthy officer had left no other traces of his skill and perseverance in the combined art and science, that chart alone would be sufficient to hand his name down to posterity among the few (comparatively speaking) who, in that honourable and useful line, have rendered especial service as well to their country as to the world at large. —The plan I speak of is of very large dimensions, and occupied, at the time I saw it, an entire room at the Hydrographic Office.

Having no other aim in these observations than the truth, and desire, proceeding from patriotic motives, to call attention to a subject of great and manifest importance to Old England, I shall proceed without apology. I find some remarks in my private journal for the year 1811 on this subject, which I shall embody here.

The harbour of Saint George's is considered a very excellent one, being spacious, completely land-locked, and may truly be termed a *puerto escudido*. It has a good depth of water, over a bottom of stiff pipe clay, and is well sheltered from the stormy west and north-west winds. The disadvantage at present attending this beautiful harbour, is a bar of flat rock lying across the channel-deep, between the anchorage called the Inner Hole and the entrance to the harbour, which occasions the water in that particular spot to be too shoal for admitting any vessel larger than a sloop-of-war to pass over it.

The narrowness and abrupt angle of the channel of entrance, from S.W. to about N.W., appear to have been the principal objections against Saint George's Harbour being made a port of rendezvous and resitment for his Majesty's ships and other vessels. It was argued that, admitting the bar to be removed, line-of-battle ships and frigates of great length, in sailing in, would, in all probability, go stem on

upon Smith's Island, before they could be hauled up eight points so as to meet the change in the direction of the channel. On the other hand, it was remarked that, if that were the only objection, it might be obviated by laying down warping-buoys at proper distances from the inner anchorage off Paget's Island (Inner Hole) to the harbour,—a distance short of two miles; and that the additional trouble of getting ships in and out of the harbour by this method* would weigh very little as an objection, when the manifest advantages are taken into consideration; as, in this instance, ships would be a few hours only, after being reported ready for sea, in getting out, or upon any emergency, should they be required so to do; whereas, at the present anchorage at Grassy Bay, ships, unless they happen to be favoured with a leading wind, are generally one day working up to Murray's anchorage, a distance of nine miles; and there they must wait until the wind proves fair, before they can get to sea round St. Catherine's Bluff, and through the intricate channel which leads to St. David's Head. Even with a fair wind to or from Ireland's Island (on which the new dock-yard is situated), ships are liable to strike upon the heads of rocks everywhere scattered about: this happened to a ship I was in, with a most expert pilot on board; the weather being cloudy, the rocky spots did not show themselves sufficiently clear to be altogether avoided.

The entrance of St. George's harbour lies only one short mile from the open ocean, whereas Grassy Bay is situated at the distance of thirteen from it by the channels of egress; and the anchorage itself so exposed, as to be as uneasy a riding-place as even Murray's, abreast of the Naval Tanks; and I am satisfied, no man who had ever rode out a winter's gale there,

would desire to experience another,—all communication with the shore being cut off, and a heavy sea, notwithstanding the barrier of rocks, tumbling in and causing the ship to pitch bows under*.

In the first essays to form wharves and cambers, the boisterous elements undid during the night the work which the labourers had completed in the day; and I have no doubt that, although the ingenuity and perseverance of man have surmounted all obstacles in that undertaking, that the pains and expense necessary to accomplish the end, must have been great beyond all expectation.

The old dock-yard at St. George's was on too small a scale to be useful to a fleet, and the spot would not admit of its extension, without encroaching inconveniently upon the town; added to which, the growing jealousy of the Americans, and the unequivocal signs of their disposition to hostility at the time, perhaps, first determined the Naval Administration to turn its attention towards the object of making the Bermudas a more complete place of equipment for our fleets in this quarter of the world, than hitherto. That the choice should have been made of Ireland's Isle, and the preference given to the remotest corner of the group, instead of Smith's Island in St. George's Harbour, at the very portal, which presented a site for the establishment of a large naval arsenal, and also possessed of the very great advantage of deep water close to, sufficient to float the largest ship, is, I believe, very generally regretted in the navy. The cutting away of the rock-bar might easily be performed by a machine worked with steam, or, with the aid of a diving-bell, it might be blasted or blown away by gunpowder: the rocks here are of sand-stone, soft, and easily defaced.

It is greatly to be desired, notwithstanding the translation of the naval establishment from St. George's to Ireland's Isle, that the rocky bar in question be removed, that vessels of

* At this period, the application of steam to navigation was in its infancy. At present, a steam vessel employed for the purpose of towing in large ships, would supersede the necessity for warping-buoys, and the operation would be performed with perfect ease, with safety, and in a very much shorter space of time.

* The Driver sloop of war is said to have carried away her bow-sprit, in consequence of its getting under the cable when she was in the act of plunging, during a gale here.

war of all sizes might be enabled to enter, as well as merchantmen; the advantages that would be derived, even under existing circumstances, must appear so obvious, that I shall merely add a hope, that a portion of Smith's Island may be converted into a small depôt for victualling and other stores, for the use of ships requiring small supplies, and in cases of emergency, when their detention, by going to the new dock-yard, might be detrimental to the public service.

To discontinue the works at Ireland's Isle would, I think, be highly improper. The establishment has been progressing for twenty years, and large sums have been expended upon it; and, however the fixing upon such a position may now be regretted, there appears to be no other remedy than to complete fully the work; and, by way of obviating one of the principal objections—its remoteness from the channel of ingress—provide six or eight *steam-tugs*, half the number of which may be of sufficient power to tow line-of-battle-ships. This, I know, must be done at considerable expense, but I see no other means of counteracting the evil.

There is not, I believe, any hope entertained of a channel, sufficiently unobjectionable, being discovered to the S.W. for men-of-war of the largest sizes; and the passage by the North Rock can only be attempted with a leading and steady wind:

The pier formed on the reef, called the "Great Sound Ledge," for the purpose of forming a secure harbour or inner anchorage near the new dock-yard, is of the utmost consequence, and without which the establishment would be incomplete.

The expediency of the enlargement of our Naval Arsenal on these islands is unquestionable; and, considering the position of the United States of North America, and other concomitant circumstances, too much attention cannot be paid to the establishment of which we are speaking;—at the same time, every care should be taken to keep the fortifications in a state of perfect efficiency. All the passes by sea should be guarded by batteries, as near the water-line as possible. Sensible of this, Sir James

Cockburn caused a battery for firing point-blank shot to be constructed under St. Catherine's Fort. It is advisable that there be one of a similar description near St. David's Head, and another on the north-east face of Smith's Island, within and fronting the entrance of St. George's Harbour.

The Bermudas, with respect to the New World (as America has been called) and the West India Islands, may be valued in the same scale of importance as Gibraltar and Malta may be considered with reference to the Old Continent; and it is, most certainly, politic and wise in the Government, so long as our possessions in New Brunswick, Nova Scotia, the Canadas, and Newfoundland, and also the West India Islands, are considered worth preserving, to have a central spot where there shall be an extensive naval depôt, to be available in a period of war with France, or with the Americans of the northern United States, to our fleets respectively in those quarters; and it happens that there is but one solitary spot in the transatlantic portion of the ocean at all calculated for such a desirable establishment; and it happens also, by good fortune, that that spot belongs to England.

To discontinue, therefore, the work already so much advanced, on account of the expense likely to be incurred in its completion, when other objections may in a great measure be got rid of, would not be, according to my ideas, sound policy. The 'die is cast;' and the only thing now to be considered appears to be, the remedying of defects and the perfecting the plan already adopted. Æ.

CHANGES IN THE STATIONS OF CORPS SINCE OUR LAST:—

17th Light Dragoons from Coventry to Wootton-under-Edge.

5th Foot Reserve Companies from Fermoy to Bruff.

10th Foot from Zante to Corfu.

14th Foot from Cork to Buttevant.

23d Foot Reserve Companies from Carlow to Naas.

25th Foot Reserve Companies from Edinburgh to Greenlaw.

27th Foot Buttevant to Limefick.

28th Foot from Naas to Fermoy.

29th Foot Reserve Companies from Spike Island to Cork.

34th Foot Reserve Companies from Galway to Burr.

37th Foot Reserve Companies from Fermoy to Ballincollig.

51st Foot Reserve Companies from Portsmouth to Gosport.

61st Foot Reserve Companies from Maryborough to Cork.

69th Foot Reserve Companies from Kinsale to Bandon.

70th Foot from Mullingar to Waterford.

73d Foot from Corfu to Malta.

74th Foot from Templemore to Kilkenny.

81st Foot from Manchester to Dublin and to Templemore.

91st Foot from Dublin to Mullingar.

ABSTRACT OF PARLIAMENTARY PROCEEDINGS CONNECTED WITH THE NAVY AND ARMY.

(Concluded from p. 124.)

JULY 2.

Ordnance Estimates.—Mr. Kennedy brought forward the ordnance estimates, in which he was happy to announce that considerable reductions had been effected. The reductions would be much less apparent on this occasion, than they would be next year, owing to the arrears which had to be cleared off before his new system of accounts could come into full operation. But when those arrears should have been cleared off, and the new system was in free operation, not only would there be a diminution of the number of clerks, but the business would be much more efficiently managed than hitherto. In the Irish department also, there would be an equal reduction, to one-half the clerks employed, with increased efficiency. The Honourable Gentleman moved that 77,639*l.* be granted for the salaries of the superior officers in Ordnance-office, in Pall-mall, and Dublin.

Mr. Hume, placing all but implicit confidence in the economical intentions of ministers, had not opposed any of the estimates for the naval and military service which had been submitted to them, and therefore would not offer any opposition to the present. He confidently trusted that the promised retrenchments in all branches of the public service would be effected.

Sir H. Hardinge denied that there existed any arrears in the Ordnance-office on the accession of the present ministry. He called upon the Hon. Gentleman to specify the abuses which the present Ordnance Officers vaunted themselves on remedying. As to the new system of accounts, from

which the Hon. Gentleman augured such wondrous benefits, all he would then say was, that he would test it when next the estimates were under consideration, by the simple question—did it or the old system effect the same amount of business with the fewer clerks?

Mr. Hume thought that the number of clerks employed in the store department of the Ordnance might be considerably reduced.

Mr. Hunt said, that he did not desire merely a few petty clerks to be struck off. What he wanted to see was, the number of Generals and Colonels to be reduced.

The resolution was then agreed to, as was also the next vote, 9199*l.* to defray the expenses of the salaries of the Civil Officers of the Ordnance, Woolwich.

On the question, that 15,139*l.* be voted to defray the expense of the salaries of the Civil Establishment of Officers of the Ordnance at stations at home,

Mr. Hume saw no reason why the establishments at Enfield and Waltham Abbey should be kept up. He understood from the Hon. Alderman (Mr. Wood) that the men on the Enfield establishment were employed in the manufacture of knives and forks.

Mr. Kennedy said, that the Honourable Member was misinformed as to the nature of the employment in which the men on the Enfield establishment were engaged. The fact was, that that establishment caused a saving to the public, by working up old materials, which would otherwise be of no use.

Sir H. Hardinge said, that the Hon. Representative for the city of London had, with true aldermanic taste, imagined that the Enfield establishment was occupied in the manufacture of knives and forks, but he could state to the House that it was of the greatest importance that that establishment should be kept up. It was a manufactory of arms, and the power which that establishment, therefore, possessed of supplying the Government with arms, operated as a check upon the contractors, and consequently tended to reduce their prices. It would be equally inexpedient to abolish the establishment at Waltham-abbey; and for this he had the authority of the Finance Committee, who almost unanimously resolved that a due regard to the safety of the Army and Navy, while in action, required that the manufacture of gunpowder should be under the superintendence of Officers appointed by Government.

Mr. Alderman Wood was ready to prove that the Enfield establishment had for some time past been engaged in the manufacture of knives and forks. He thought the establishment worse than useless, for

he believed that arms could be purchased by contract 200 per cent. below the price at which they were manufactured at Enfield.

Mr. W. Maberley thought it would be in expedient to do away with these establishments, because they could not be disposed of except at a considerable reduction from the cost of their erection.

Mr. Hunt objected to the maintenance of useless establishments, on the sole ground that, if they were sold, they would not fetch so high a price as they originally cost.

Mr. Hume hoped that the gunpowder magazine in Hyde-Park, for which 399*l.* were voted, would shortly be removed. It was a nuisance as it now stood, and was far from being in a safe situation.

The resolutions were then agreed to, and various other votes were passed without observation.

On the question, that 149,130*l.* be voted to defray the expense of barrack building and repairs in Great Britain, Ireland, and the Colonies,

Mr. R. Wason said, he would take that opportunity of seeking some explanation from Government with respect to the erection of fresh barracks in St. James's Park. It was his opinion, that no new barracks were required at the present moment; but, if they were, he thought that a worse situation could not have been chosen for their erection than the Bird-Cage Walk. It was extremely desirable that some improvement should take place in the neighbourhood of the King's new residence. That vicinity was at present a most unhealthy spot, and was inhabited by the lowest description of tenants. The cellars of the houses were thirteen feet below the level of high water, and the district was so marshy and unwholesome as to require considerable draining before any improvements could be made in it. The erection of new barracks in that part of the metropolis would impede the drainage, and make it utterly impossible to effect any improvement in the neighbourhood under a cost of 150,000*l.* to the public.

Mr. Kennedy was ready to admit that the situation selected for the erection of barracks was not the best that could be desired; but pains had been taken ever since 1829, to discover a good site for fresh barracks; and after much investigation, it was found that the Bird-Cage Walk was the only place that could be used for that purpose. He agreed with the Honourable Member, that it was most desirable that that part of the metropolis should be improved; but it was impossible for Government to enter upon such a scheme without putting to hazard a large sum of the public money. He did not think that the erection of barracks would throw any obstacles

in the way of the improvement of the district; and care would be taken to build them in such a manner as would not be offensive to the public. They would be erected one hundred and twenty feet from the line of Bird-Cage Walk, have a large area round them, and would look, he thought, much handsomer than a row of miserable little houses.

Mr. Hunt did not see the necessity of building new barracks at all.

Mr. Hume said, that there were no less than three hundred and one barracks in England and Ireland already; and he thought it would be as well to postpone the erection of new barracks for the present at least.

Mr. Kennedy said, it was true many barracks had been erected through the country; but he maintained, that those in question were indispensable in London, and that they were not only called for on account of the health of the troops, but were also justifiable on grounds of economy. In consequence of erecting them, the Foot Guards would be lodged at a cheaper rate than at present.

Lord Althorp was of opinion that the proposed building was necessary for keeping up the Guards' establishment in London. He believed that the Guards were not particularly healthy, but, on the contrary, the loss of life among them was greater than in other regiments, and, taking all circumstances into consideration, he thought that it would be a very disadvantageous thing to remove any considerable number of these troops from their present situation.

Mr. R. Wason said, that he had offered, at his own risk, to open a street between Tottenham-street and Buckingham Palace. The Honourable Member, after reading an extract from a published report, which stated that the neighbourhood of the site of the intended barracks was unhealthy, moved an amendment, that the vote before the committee be reduced by the sum of 10,000*l.*

The House divided—for the amendment 22, against it, 48—majority against the amendment, 26.

On the vote, that 115,570*l.* be granted towards the contingent expenses, Military and Civil, of the Ordnance Department, in Great Britain and Ireland,

Mr. Jephson asked if the sum included in the present vote would be sufficient to complete the ordnance survey in Ireland.

Mr. Kennedy believed that the sum now called for would not be sufficient to complete the survey, because it was the intention of Government to carry it on more extensively than had been originally contemplated.

Mr. Jephson said it would cost 450,000*l.* before it was finished.

Mr. Hume complained that the original estimate of 300,000*l.* was to be so greatly exceeded. Only one-fifth of the survey of Ireland had been made, and the expense already amounted to 200,000*l.* He would propose that the vote should be postponed, until another estimate was laid before them.

Sir H. Hardinge said, that if any thing like double the amount of the original estimate were called for, the Honourable Member for Middlesex had good grounds for urging the postponement of the vote.

Mr. Kennedy admitted that the expense would exceed the estimate, but it would not reach to any thing like double the amount.

Mr. Hume could not see any use in having estimates if they were to be capriciously departed from.

Mr. Croker felt assured, from the mode in which the Irish survey had been conducted hitherto, that it would prove highly satisfactory.

Mr. G. Dawson trusted that Government would not be deterred by the opposition of the Honourable Member for Middlesex from carrying the vote through the committee.

After some further discussion the vote was agreed to. Several other votes were passed without discussion.

JULY 3.

Case of Alexander Somerville.—Mr. Hume said, that the subject to which he was now about to advert was one of considerable importance. It related to a petition that had been presented to the House some days ago, concerning Alexander Somerville, a private in the Scotch Greys, who had been punished in a way which demanded the serious consideration of that House and the country. The case of this individual involved the question, whether an Englishman, on becoming a soldier, forfeited the rights and privileges of a citizen? He believed that Somerville had been only four months in the service when he was subjected to a disgraceful punishment for expressing his opinions on public measures. Though he had been avowedly punished for another offence, yet the facts of the case had satisfied him (Mr. Hume) and others, that his real offence was having published a letter in a London newspaper as to what his regiment would do under particular circumstances. He believed in his conscience that this, and this only, was the cause of his punishment. Up to the period of his being flogged, his conduct had been unimpeached. The Honourable Member now proceeded to give a minute detail of the case, similar to the statements already before the public. It was

usual, he understood, for the officer in command, to state before the troops, at the place of punishment, the reason why sentence had been passed upon an offender, and the nature of the offence. When Somerville was punished, Major Wyndham lectured on the atrociousness of the libel of which he had acknowledged himself to be the author, and which he (Mr. Hume) looked upon as expressing sentiments creditable to any man. Now he was ostensibly punished for disobedience of orders, for refusing, as he admitted he did, to remount an unmanageable horse in the riding-school, he being at the time among the junior riders. The course taken by the commanding officer showed that he had identified the soldier's punishment with the crime of writing in the newspaper. He would state another reason for drawing this inference. Andrew Scott, a soldier in the same regiment, refused to go to the riding-school altogether. He was guilty of disobedience of orders; but was he flogged in consequence? No; he was merely confined for a certain number of hours in the guard-room, and then ordered to be kept within the barracks for some time. When he compared the two cases, and connected the fact of their difference with the general chain of circumstances, he could have no hesitation in saying that the man was punished for writing in the newspaper, and for that act alone. Subsequently to the infliction of the sentence, the officers of the regiment had gone to the theatre in Birmingham, and were received with marks of disapprobation by the audience. Several of the privates were there also, and had got into a squabble with the people. Some of them became intoxicated, had their clothes torn, and remained absent from their quarters all night. Yet for this infringement of military discipline, no punishment had been awarded. Somerville had been sentenced, on the contrary, to receive two hundred lashes, of which one hundred had been inflicted, and with such severity, that though five weeks had elapsed, he was still lying in the hospital. He understood that the manner in which he had since been used aggravated the ill-treatment this individual had suffered. Nor was it fitting that a private should be prohibited from expressing his opinions in the way in which he had expressed them, while officers were to be allowed to exercise their discretion in this respect. With respect to the course he had taken concerning this case, he had found it impossible to proceed at the period when the petition was presented, because the Secretary at War was not then in possession of the requisite information. Some explanation would be expected to be given now,

and he should be happy to find that the rights of the citizen-soldier had not been violated. There were two courses that remained for him to adopt: one was to move for the appointment of a committee to consider the case—the other, to move for a copy of the report of the crime charged against Somerville, the evidence before the court-martial, the sentence, and the mode in which that sentence had been carried into effect. The latter course would, he conceived, be very suitable in a parliamentary point of view. The Honourable Member concluded by moving for a copy of the charge against Alexander Somerville, of the Scots Greys, for disobedience of orders, the evidence on the trial, the sentence, and whether that sentence had been carried into effect with partiality.

Mr. Hunt seconded the motion.

Sir J. C. Hobhouse said that he was never more taken by surprise in his life than on the present occasion, for he had not the least idea that such a motion as the one before the House would have been brought forward, and he could not help thinking that a regard for the courtesy which prevailed even among political opponents should have induced the Honourable Member for Middlesex to give some intimation of the course he intended to pursue. But it appeared that the Honourable Member himself hardly knew the course he should follow, having so recently decided on one of two modes of procedure which he stated were open to him. With respect to the first plan, it was unnecessary to touch upon it, as it had been abandoned. The Honourable Member had contended, that a man by becoming a soldier did not lose his rights as a citizen. He (Sir J. Hobhouse) did not know that any one had asserted an opposite opinion; the proposition, therefore, not having been laid down on one side, he could not see the necessity of combating it on the other. The difficulty he felt in replying to the statement lay altogether on its being founded upon that of which they had no parliamentary cognizance. The Hon. Member held a private document in his hand, which he described to be so authenticated as to justify their consent to the production of the documents for which he had moved. If this were assumed to be a correct mode of proceeding, the only thing any Honourable Member would have to do would be to make a number of charges, and say—'If you have anything to produce against these charges, you will agree to an inquiry.' He had no hesitation in saying, in the case in question, he had felt it his duty to call for the proceedings of the court-martial, and he had not found in

them the slightest mention of what had been adduced by the Honourable Member for Middlesex. He should be greatly shocked, if at this or other times a soldier who was alleged to be punished for one offence, was in reality punished for another. But in the proceedings of the court-martial no allusion was made to the speeches of Major Wyndham, nor to a publication in a newspaper. Was it to be expected that the commander of a regiment in his Majesty's service would inflict punishment on the grounds that had been alleged? He would appeal to any Honourable Member whether he could be expected to accede to the motion thus introduced, without any notice? Considering, that, in his situation as Secretary at War, it was necessary for him to consult the military authorities with whom he acted, surely it would have been but fair in his Honourable Friend to have given him notice of his motion ere he laid it before the House. He did not know whether there existed any particular objection to producing the proceedings of this general court-martial. He believed that the soldier had a right to call for the minutes of district courts; but he was of opinion that he had not this right with regard to a general court. There was, he repeated, nothing whatever in the proceedings of the Court to justify any appeal on what had been admitted to be an *ex parte* statement. As to the measure of punishment, whether it had been excessive or not, he was not called upon to deliver an opinion. The question was, whether sufficient grounds had been shown for laying the proceedings of the court-martial before the House. Had notice been given, he should have consulted with the usual authorities, and should have known the line it was proper to pursue. On the first glance, he did not think there was any precedent to authorize the production of the proceedings. He was not at the same time aware of any objection to their appearance, except that the House had hitherto been extremely chary of interfering in matters of military discipline. Of course, when there had been any excessive exercise of the prerogative vested in military officers, the House had a paramount authority, as it had in all cases the right to call for such inquiry as it might deem necessary. But his Honourable Friend had proceeded on one ground, and the court-martial on another, and he could not believe it possible that any colonel of a regiment would do such a thing as that which had been set forth to the House. He would ask if any gentleman who heard him had ever known of such transactions? (A cry of 'hear' from Mr. Hunt, and of 'many' from another Honourable Mem-

ber.) That Honourable Gentleman may have had such an experience; for himself, he had it never. Unless the members of his Majesty's Government placed the question on a different footing, he thought that the motion could not be acceded to.

Sir C. Wetherell would support the Secretary-at-War in his opposition to the most unconstitutional doctrine of the Honourable Member for Middlesex. It was not to be disputed that the soldier had been tried for a military offence, and he had heard nothing in the Honourable Member's speech calculated to throw a doubt on the fairness of the court-martial. It should be recollected, that if its proceedings had been unfair, an appeal was open to the Crown, or to the Commander-in-Chief.

Mr. Tennyson said, that from the petition formerly presented, and the statement of his Honourable Friend, he was of opinion that no case within his knowledge had ever called more urgently for the investigation of the House. He would press the motion to a division, as the documents called for might supply a foundation for ulterior proceedings.

Lord Althorp said, that his Right Honourable Friend, the Secretary-at-War, had a right to complain of the want of due notice of the motion. If the individual had been punished ostensibly for one offence, and really for another, then he concurred in considering this a case that most justly called for inquiry. A soldier had a right, like every Englishman, to entertain his own political opinions; but the degree to which this right should be entertained, and at which it should stop, was a point of nice consideration. He was sure that all would agree in thinking, that there was a line beyond which the soldier ought not to proceed.

Mr. O'Connell said, that the facts of the case had not been denied, and the House had, therefore, a right to act on them as true, in favour of further inquiry.

Mr. R. Grant said, that the proceedings of the court-martial did not come within the range of his department; but, from the circumstances before the House, he did not think that a case had arisen in which it was called upon to exercise its undoubted but delicate jurisdiction. There was no evidence that the military court had violated its duty in its finding or sentence,—no pretence for connecting any design in the commanding officer to punish for a political, under the plea of a regimental offence (assuming such a design to have existed), no pretence for connecting it with the conduct of the court-martial.

Colonel Peel thought the documents required by the Honourable Member for

Middlesex ought to be produced, in justice to the members of the court-martial, whose conduct, he doubted not, would be completely justified on an inquiry.

Sir F. Burdett could see no inconvenience in acceding to the motion. The question was, whether the punishment awarded by the court-martial did not greatly exceed that which the alleged offence would have justified. He was of opinion that it did. He denied that when a man became a soldier he forfeited his privileges as a citizen.

Sir R. Peel said, that the charge was, that an individual had been punished for one offence under pretence of another; and that the question as to corporal punishment generally ought not to be introduced on the present occasion. In whatever shape the Honourable Member might bring the subject forward, he (Sir R. Peel) would resist any interference in the matter on principle, because, if the House consented to appoint a committee on this petition, he did not see how it could refuse to act in a like manner in any other case of punishment; and, if a precedent were once established, the House would be inundated with similar petitions, and the effect of the proceeding would be to withdraw the control and jurisdiction of the army from those hands in which it was at present properly placed. The House was not the proper tribunal in such cases. He denied the doctrine that a soldier retained all the privileges of a citizen, and asserted, that a soldier could not exercise privileges which were incompatible with military discipline. He did not see how the discipline of the army was to be maintained, if soldiers were allowed to become politicians. He would be the last man to justify the act of punishing for one offence under pretence of another; but he contended, that the soldier who was capable of writing such a letter as Somerville had written, was guilty of an atrocious offence, and that the commanding officer would have been justified in interdicting him from making similar communications in future. He felt satisfied, that if in this instance there appeared a *prima facie* case of suspicion of abuse, and of the infliction of punishment for one offence under pretence of another, the proper military authorities would interfere; and he asked, why not leave the motion to Lord Hill, who was the natural guardian of the army? For his own part, he wholly disbelieved the charge; and not believing the charge substantiated, and deprecating, as he did, the creation of a precedent, calculated to draw matters of this kind before the House, which must be fatal to the discipline of the army, he should give a decided vote against the

Honourable Gentleman's proposition, in whatever shape it might be brought forward.

Colonel O'Grady expressed his complete conviction, that the court-martial could only have founded its verdict on the charge brought before it; and was of opinion that the public service could not be carried on, if the decision of officers in court-martial was liable to be reviewed by Parliament.

Mr. Hunt expressed his opinion, that the Secretary-at-War had, in point of fact, condemned Major Wyndham, by not being prepared to deny the charge of which the Right Honourable Baronet had had ample notice.

Sir R. Ferguson thought it better that the matter should be left to the military authorities, who, he had no doubt, would do justice to the injured party; and who, he could take upon him to say, were uniformly disposed to act in the humanest manner, compatible with the efficiency of the service, towards the soldiery. Within his own period an immense progress had been made towards doing away altogether with corporal punishment in the army; so much so, indeed, that he would say, that the time was arrived when the experiment might be tried, so far as the home service was concerned, though he feared that it would not be possible to preserve the discipline of the army in the Colonies, unless the commanding officers possessed some discretionary power with respect to the infliction of bodily punishment.

Lord G. Lennox would take it upon him to assert, from his intimate personal knowledge of Major Wyndham, that a more humane man did not exist, or one less capable of the offences stated by the petitioner.

Mr. Slaney would recommend the Honourable Member for Middlesex not to press his motion to a division, but to leave the matter to the War Office.

Mr. Fane thought it would be time enough for the House to think of interfering, when it was seen that the military authorities had neglected to make the proper inquiry.

Sir J. Hobhouse felt it due in courtesy to Lord Hill, not to assent to the motion till the Noble Lord had declared whether the document could or could not with propriety be produced.

Mr. Hume, in reply, contended that the arguments of the Right Honourable Secretary at War, and the Judge Advocate, did not, apply to the present case—for Somerville's alleged offence did not in any way fall within the Mutiny Act—being of a purely civil character, and not at all connected with his military functions.

After a few words from Sir R. Peel, the motion was withdrawn.

JULY 6.

Case of Somerville.—Mr. Hunt said, it appeared by the newspapers that Somerville, whose case had been before the house, was discharged. He wished to know whether that was the case?

Sir J. Hobhouse said, that application for that purpose had been made by Somerville's brother, which had been referred to the Commander-in-Chief, and he believed he might say that the man would be discharged in as short a period as possible.

Mr. Alderman Wood, who had not been in the house when this question was asked, subsequently put one nearly similar to the Chancellor of the Exchequer.

Lord Althorp said that the Commander-in-Chief would immediately institute an inquiry into the circumstances attending the court-martial in this case; and he could assure the house, that the court would be so constituted, and the inquiry so conducted, as he trusted would ensure its giving general satisfaction.

Mr. Hume, after this announcement, begged leave to withdraw the notice he had given for a motion on this subject.

Sir J. Hobhouse moved, that the petition which had been presented upon this subject should be printed.—Agreed to.

Present of a Frigate to the King of Prussia.—Mr. Robinson begged to ask the Noble Lord out of what fund the cost of the splendid toy lately presented to the King of Prussia had been defrayed, and whether the expenditure had had the sanction of Parliament?

Lord Althorp could only say that there had been no authority from the Treasury for any such expenditure.

Sir B. Martin said that there had been a mistake on this subject, which it would be right to explain, particularly as regarded the amount of the expense incurred. The papers had stated that this little frigate had cost 20,000*l.*, whereas he apprehended that the expense was, at the outside, not more than 600*l.* It had been built at the desire of the King, expressed to the First Lord of the Admiralty.

HOUSE OF LORDS, July 9.

The Yeomanry.—The Earl of Glengall had a question to put to the Noble Viscount opposite with respect to the powers possessed by magistrates to call out the yeomanry. It would be recollected by their lordships, that some time since that Noble Viscount had stated it as his opinion, that the magistrates of England had the power of calling out the yeomanry in cases of riot

and disturbance. He (the Earl of Glengall) and others, therefore, thought that the question was thus set at rest; but he had heard the Noble and Learned Lord (Lord Plunkett) the other evening assert, that it was contrary to law for the magistrates of Ireland to call out the yeomanry for such a purpose. He wished to know from that Noble and Learned Lord, what the authority was on which he founded such a statement, or upon what act of Parliament he grounded it? His (Lord Glengall's) opinion was, that the magistrates of Ireland had the power, equally with the magistrates of England, of calling out the yeomanry; and that that power was given to them not only by the common law but by the statute 43 of George III.

Lord Plunkett said, that he did not think that it devolved as a duty on him to inform the house on such a subject as this; and as, besides, the Noble Lord had not given him notice of his intention to ask this question, he thought it was rather unreasonable for the Noble Lord to suppose that he (Lord Plunkett) carried about with him such a body of information on the subject as to be ready at once, and without notice, to state to their lordships all of the common and statute law that bore on this question in regard to Ireland. His Noble Friend near him had expressed some opinions with regard to the right of the magistracy to call out the yeomanry in England. He was not present when his Noble Friend expressed that opinion, but he did not believe that his Noble Friend had on that occasion laid down any opinion to the extent to which the Noble Lord seemed to understand it. As far as regarded Ireland, the law-officers of the Crown there, by whose judgment in such matters the Irish Government was of course directed, had given it as their decided opinion, that no magistrate in Ireland had the power, either by common law or by statute law, of calling out the yeomanry there as such, and he (Lord Plunkett) fully concurred in that opinion. It was quite true that when an individual became a member of a yeomanry or of a military corps, he did not lose those rights, or become divested of those duties, which belonged to him as a British subject; and it was equally true that if a riot or outrage should take place a magistrate was authorized by the common law to call on such an individual, like any other man, to repress it; but it was a different thing to order a yeomanry corps, as such, to go out and put down a disturbance. He should like to know from the Noble Earl what statute gave the power he described to the magistracy. The 27th Geo. III, recognized the power vested in lord-lieutenants

of counties and sheriffs, in England, to call out the yeomanry under certain circumstances, but, as he (Lord Plunkett) had already stated, an act which was passed on the same day gave such a power solely and exclusively to the Lord-Lieutenant in Ireland. There was also this difference in the case, and it was a very material one, that when the yeomanry were called out by the lord-lieutenants or sheriffs in England, they would be under military law; but if they should be called out by a magistrate in Ireland, they would be under no law or control at all. It was to be borne in mind, besides, that the calling out of a military body like the yeomanry in the present state of things in Ireland, would be a most serious thing.

The Duke of Wellington was of opinion, that the whole of the difficulty which the Noble and Learned Lord seemed to experience in answering the question of the Noble Earl, had arisen from the manner in which the question had been put. To call out the yeomanry usually meant to call them out for service and to pay them, and that no magistrate in England or Ireland, but a superior authority, was entitled to. But any man, he did not care who he was, or whether he belonged to the yeomanry or the military, in England or Ireland, was liable, in the case of a riot or a disturbance, to be called out by a magistrate to preserve the peace.

Lord Plunkett said, that he never questioned the liability of all persons, according to the common law, of being called out as the Noble Duke had stated; but what he questioned was the power of a magistrate in Ireland calling out the yeomanry as such. With respect to the particular case of Captain Graham, to which this question had specially reference, he had no hesitation in saying, that the act done by Captain Graham was illegal. Captain Graham, apprehending that a riot would take place on a certain Monday, sent, on the Saturday preceding, round to the commanders of the different corps of yeomanry in the neighbourhood, calling on them, as military bodies, to be in attendance to suppress it. Now he had no hesitation whatever in saying, that that was an illegal act on the part of Captain Graham.

The Earl of Glengall contended that there still remained a material difference between the statements made by the Noble and Learned Lord and the Noble Viscount (Melbourne) on this subject.

Earl Grey apprehended that a question of this nature could not be settled even by a resolution of that House, much less by the expressed opinions of any individual peer, and that the difficulties which had

arisen with regard to it could only be settled, if necessary, by a declaratory Act of Parliament. He concurred with the Noble Duke in thinking that much of the difficulty in answering the question of the Noble Earl had arisen from the manner in which that question was put. He believed there was no doubt that, neither here nor in Ireland, magistrates could call out the yeomanry, as a military body, for maintaining the preservation of the public peace—that power was given to the Lord-lieutenants of counties and sheriffs in England, and was exclusively confined to the lord-lieutenant in Ireland. Of course every individual was liable to be called on to discharge those duties which devolved upon every British subject; and though he might not be liable to be called upon by a magistrate as the member of a yeomanry corps, or of any military body, to preserve the peace, still he was liable to be called upon as an individual member of society to do so. He did not impugn or deny the statement of the Noble Duke to that effect; but he would submit to their Lordships whether a question, involving considerations of a very important and delicate nature connected with military discipline, which was already sufficiently understood, was one that ought to be debated or agitated at present? And he begged to intimate to the Noble Earl, if he wished to press this matter further, that it could only be settled, if any doubts existed with regard to it, by a declaratory Act upon the subject.

Lord Wynford concurred in a great portion of the law laid down by the Noble and Learned Lord opposite; but with respect to the case of Captain Graham, he must say that, judging from the letters on the subject, Captain Graham had been guilty of nothing that was illegal. However, he hoped that a declaratory act would be brought in, to settle all doubts on such an important subject as this.

The Marquis of Londonderry wished to know whether any fresh instructions had been transmitted by his Majesty's Government to the Lord-lieutenant of Ireland on this subject; and whether, if so, there would be any objection to lay them before the House?

The Marquis of Clanricarde hoped that no answer would be given to the questions of the Noble Marquis, on a subject which could only be settled by a declaratory act. When the yeomanry were called out in England by the lord-lieutenants of counties or sheriffs, they were under martial law; but if called out by a magistrate in Ireland, they would be under no such law; and if the Noble Marquis, as the commander of a

corps of yeomanry under such circumstances, should attempt to cut a member of the corps for running away, he would be liable to be punished for the act. He hoped that some declaratory law would be introduced to put an end to all doubts on this subject.

The Marquis of Londonderry said, that having a stake in the country, he wished to know, from the best authority, what was the law on the subject.

Lord Melbourne said, that there was no diversity of opinion on this subject between him and his Noble Friend near him, or any other member of his Majesty's Government. His opinion, as he had formerly stated it, was founded on that principle of the common law as explained by his Noble and Learned Friend—namely, that any man was liable to be called upon to preserve the peace, and that magistrates could call upon the members of yeomanry corps, as well as other individuals, for that purpose.

HOUSE OF COMMONS, JULY 13.

Deccan Prize Money.—In answer to a question from Colonel Silthorpe,

Lord Althorp stated, that the arrangements relative to the distribution of the Deccan prize money were in a state of great forwardness, and he hoped that next week a Treasury minute would be issued to carry it into effect.

JULY 18.

Governorship of Londonderry Fort.—Mr. G. Dawson said, he wished to call the attention of the House to the subject of the salary paid to the Governor of Londonderry Fort, for doing nothing whatever, and which money, he thought, might be appropriated to a purpose of public benefit. The motion which he intended to submit to the House on this subject was—"That an address be presented to his Majesty to release the Irish Society from that part of their charter, which obliges them to pay 200*l.* a-year, and the rents of certain lands, to the Governor of Londonderry and Culmore Forts, on condition of their applying those sums to the building of a stone bridge over the river Foyle, or any other improvement in that district." At present, the Governor of Londonderry and Culmore Forts, who had really nothing to do, for the office was an entire sinecure, received his salary partly from the Crown, and partly from the Irish Society. He received 318*l.* a-year of the public money by an annual vote of that House; 200*l.* a-year from the Irish Society, and he was also invested by the Irish Society with the property of certain lands about Culmore, producing an annual income of from 600*l.* to

700*l.*; so that the whole of his income amounted to very nearly 1200*l.* a-year. He would now inform the House of the purpose for which the Irish Society had been empowered to grant these sums of money to the Governor of Londonderry Fort. This society existed in the town of Derry, and had been incorporated by charter in the time of James II., and had been put in possession of almost the whole of Londonderry, with this condition, that they should manage their estates for the civilization and improvement of that part of the country. But besides the improvement and civilization of the country, King James had another object in view, and that was the protection of the Protestants who had settled in the county of Londonderry; and he therefore appointed an officer, under the title of Governor of Londonderry and Culmore Forts, to watch over the safety of the Protestants, and directed the Irish Society to give him a stated yearly salary for the performance of that duty. But, whatever services this officer might have rendered to the inhabitants of Londonderry in former times, at present he undoubtedly did no service at all. The soldiers were not placed under his command, and he was never looked to by the people for any protection. Such being the case, he (Mr. Dawson) proposed to appropriate the money now paid to the holder of this sinecure office, to the purpose of defraying the expense of building a stone bridge over the river Foyle. At present the only means of communication between the counties of Donegal, Tyrone, and Londonderry, was an old wooden bridge, for the privilege of passing over which very heavy tolls were exacted from the people; and he did not know of a greater benefit that could be conferred on the inhabitants of those counties, than the erection of a stone bridge, free of toll, without the expenditure of a single shilling of the public money. The Noble Lord opposite (Lord Althorp) had pledged himself to the abolition of all sinecures, and he was now called upon, in fulfilment of his own pledge, to do away with this sinecure office; and the Government, who had expended vast sums of the public money in the improvement of the southern part of Ireland, were bound in fairness to assist in forwarding an undertaking which would prove highly advantageous to the northern part. The people of the north of Ireland were particularly entitled to the consideration of Government, for while the southern parts of Ireland had broken out into a state of insurrection, they had continued peaceable and obedient to the laws. He understood that it was intended to give the office of

Governor of Londonderry Fort, which was now vacant, to an honourable and gallant officer, a Member of that House, (Sir J. Byng,) and he most readily admitted that, if the office was to be continued, that honourable and gallant officer fully deserved to receive such a reward. He did not know how the Honourable Member behind him (Mr. Hume) would vote; for he had confessed, that on the division on the Russian Loan, he would vote that "black was white." But he supposed that he should have the support of the other Honourable Member for Middlesex, (Mr. Byng,) for he did not believe that that Honourable Member had solicited Government to give this sinecure situation to his gallant relative.

Lord Althorp said, that it was true that he had stated himself to be opposed to all useless sinecures; but he had never expressed an opinion that those offices which afforded the means of rewarding distinguished and meritorious military officers was useless sinecures. The granting of such situations to undeserving individuals was not certainly to be justified; but he thought that they were, when properly disposed of, most useful and beneficial. He had no doubt that the present motion would be very popular with the Corporation of Derry. They would, no doubt, be highly pleased to be relieved from the payment which they were bound to make to the Governor of Londonderry Fort, but he thought that the House would be of opinion, when they recollected all the circumstances of the loan of money which was made to the Corporation of Derry for building a bridge over the river Foyle, that that Corporation had not any very strong claims on their consideration.

Mr. Hume had heard with great regret the statement made by the Noble Lord, that such places as the one under discussion ought not to be abolished. How could any reduction in the expenditure of the country be effected, unless the expenses of the military establishments were cut down? He thought it would be far more honourable for those officers, who were entitled to rewards, to come before that House and receive them from the people, instead of drawing incomes from sinecure offices.

Mr. Byng said, that the Right Honourable Gentleman (Mr. Dawson) was quite right in stating that he had not applied to give this sinecure office to his brother; though, had he followed the Right Honourable Gentleman's advice, which he was not in the habit of doing, he would have made such an application; for the Right Honourable Gentleman had fre-

quently told him out of the House, that he would not be acting like a brother, if he did not try to get the situation for his Honourable and Gallant Relative.

Mr. Fane supported the motion.

Mr. Alderman Venables contended, that the bridge over the Foyle was an object of great importance, and said that he would vote for the motion.

Sir H. Hardinge expressed his surprise that his Right Honourable Friend, who had supported him through thick and thin whilst in office, should bring forward a motion that was opposed to the policy by which his conduct had always been regulated. It would be establishing a most unconstitutional precedent, to teach officers to look to this House for reward instead of to the Crown.

After a few words from Sir M. W. Ridley, Mr. Alderman Wood, and Sir R. Ferguson,—

Mr. G. Dawson said, that he would not divide the House.

The motion was then negatived.

JULY 20.

Case of Somerville.—Mr. Hunt wished to know from the Right Honourable Secretary at War, whether the private Somerville, whose case had lately been brought under the notice of Parliament, had been allowed his discharge; and if not, whether he would be discharged during the investigation which was ordered to be made into the circumstances of his case, so that he might be enabled to give to the Court of Inquiry his testimony honestly and fearlessly?

Sir J. Hobhouse said, that the brother of private Somerville had applied to him, erroneously supposing that he had the power to grant Somerville his discharge. He had referred the application to the Commander-in-Chief; who stated, [that if Somerville conducted himself to the satisfaction of the commanding officer, he would allow his discharge, upon payment of compensation, in a short time. He inquired what period was to elapse previous to the discharge of Somerville; and he found that it was not more than could fairly be called a short time. He could assure the House, that no sort of intimidation would be practised on Somerville during the investigation of his case; and that the inquiry would be conducted with the strictest impartiality and fairness.

JULY 21.

Sir H. Hardinge gave notice, that he would move for returns with respect to the commutation of soldiers' pensions; and the House adjourned.

JULY 23.

Case of Somerville.—Mr. Hunt presented a petition from the North-western Metropolitan Political Union, praying for a public inquiry into the case of Somerville. Also a petition from the meeting held at Kennington Common, praying the abolition of the disgusting practice of flogging in the army.

Sir J. Brydges supported the prayer of the petition, and said, from his experience in the service, it was his opinion that the army would be much better without corporal punishment than with it.

JULY 24.

Military Flogging.—Mr. Hunt, in moving for returns on the above subject, observed, that it had been stated, that in many regiments the practice of flogging had been much abated; nay, that it had been almost wholly extinguished. Now if such were the fact, he thought it was a cruelty and a hardship on those officers who discouraged the practice, and on those regiments in which it had been abated, if they were not made publicly known, in order that they should not be included in the general mass of regiments in which no such improvement had taken place. He understood that the Right Honourable the Secretary at War was willing to produce a return on this subject. He was anxious to see that return; and if it proved at all satisfactory, he would not pertinaciously adhere to his proposed motion. For the honour of the City of London, he must say, that no whipping was allowed in their gauls; but over the water, in Surrey, that system was practised to a great extent. The Honourable Member moved "that an annual return be made of every punishment inflicted by flogging, in the army for the last seven years, specifying the name and age of each person flogged, the number of lashes awarded by the Court, and the number of lashes actually inflicted; stating who was the Secretary at War, and who was Commander-in-Chief in each year; also the name of the Commanding Officer of each regiment, and who was in command at the time of each Court-Martial being held."

Sir J. Hobhouse said, that he was ready to make such a return as would, he hoped, satisfy any reasonable gentleman, and even the Honourable Member himself. It ought to be recollected, that this was the first time that any similar returns had been called for, much less granted. He was, however, very willing that it should be generally known, whether any change in the system had taken place, and to what extent. As this was the object of the

Honourable Member, he was sorry he had not taken a longer period than seven years. He, however, would neither propose to shorten, nor to lengthen the term. There was a great and evident objection to the stating of names, as had already been expressed in the discussion on the motion of the Honourable Member for Middlesex. If such were the case in that instance, how much more strongly did the objection apply here? Would it not be infinitely more harsh thus to post up the names of different regiments? They ought to know the particular service on which a regiment was employed; they ought to be acquainted with the part of the population amongst which it was quartered; they ought to be informed of all the various circumstances which led to much punishment in some regiments, and occasioned its infrequency in others, before they decided on the question of unnecessary severity in particular cases. If they did not proceed thus, they were likely to be guilty of gross injustice to particular regiments, by saying, "So many lashes less were inflicted in this regiment, and so many more were inflicted in that," without being cognizant of the particular circumstances which led to the difference. He had a still stronger objection to producing the names of officers. It would be most unjust if the names of some officers were to be held up to odium, because more punishments had been inflicted in their regiments than in the regiments of others. Odium might, however, thus be cast upon them, although the circumstances under which punishment was awarded could not be known, unless the proceedings of the Courts-Martial were laid on the table of the House. As to the names of the Commander in Chief and Secretaries at War for the last seven years, he believed every one knew them. He should move in addition to a return of the number of punishments inflicted, a return of the establishment of the army in each year, in order that a judgment might be formed of the increase or decrease of punishments with reference to the amount of the forces employed. He then moved as an amendment, "That there be laid before the House a return of the establishment of the British army in each year from the year 1825 to 1831, each inclusive; the number of persons tried by Court-Martial in that time, and sentenced to other than corporal punishment; the number of persons sentenced to corporal punishment, and the number of persons on whom corporal punishment was actually inflicted."

Sir J. Brydges said, he should vote for the amendment. In his opinion the returns

called for by the Honourable Member for Preston would be mischievous.

Mr. Hunt expressed his readiness to withdraw his motion.

Sir G. Murray said, he was in favour of abolishing every species of punishment in civil life that was not necessary for the benefit of society, or in the army, or in the navy, that was not called for to preserve its discipline. He wished that those who were anxious to abolish corporal punishment in the army would introduce some other system that would be efficient for the maintenance of discipline. That, he believed, they would find it impossible to do. When he was Commander-in-Chief in Ireland, he recollected a gallant officer who endeavoured to keep up the discipline of his regiment without having recourse to corporal punishment. He (Sir George Murray) removed that regiment to Dublin, in order that it should be under his own eye, and he did not in any way discourage the mode adopted by its gallant commander, who was a most distinguished officer in the army, who had seen much service, who had been wounded in the course of his military career, and who deserved the respect and esteem of all who were under his command. Well, what was the consequence of excluding corporal punishment? Why, the consequence was, that the discipline of that regiment became deteriorated to such a degree, that it was by far the worst disciplined regiment in the garrison of Dublin. The individual who had tried the experiment wrote a letter to the commanding officer of the garrison, declaring the complete failure of his expectation to maintain the discipline of the regiment without corporal punishment. That gallant officer was himself obliged to go back to the old system; and, as might be expected, corporal punishment was carried to a much greater extent in it than in other regiments. (Hear.) The illustrious prince who had so long superintended, and with the utmost benefit, the affairs of the army, was anxious to get rid of corporal punishment. But, in its place, a variety of harassing and vexatious minor punishments were introduced, that did not improve the army. Some individuals wished to assimilate our practice to the practice which prevailed in foreign armies. But it would not answer. What punishments did we see inflicted abroad? Why, men were imprisoned and kept to work in fortresses, for two, three, or four years, having cannon-bullets attached to their legs. This would be wholly inapplicable to a British army. Others were privately tortured. This might not be so revolting to the feelings as flogging; but

in public than to torture in private. It was indeed a new thing to call for such returns as these; and he did not think that it was for the advantage of the public or of the army, that that House should become a court of revision to which the proceedings of courts-martial were to be referred. (Hear, hear.) It was, therefore, with some regret that he heard the Right Honourable Baronet grant these returns.

Mr. Hume thought the Right Honourable Baronet deserved the thanks of the country for the course which he had taken on this occasion. The system of flogging should be abolished. They were told, very truly, that the English army was the bravest army in the world. And was it, he would ask, because they were brave and gallant, that they were to be flogged? Such was the inference to be drawn from the speech of the gallant officer.

Lord Ingestrie agreed entirely in the observations of the gallant officer, and, in his opinion, they applied equally well to the navy. The moment the power of punishing on board ship was abolished, from that moment they might count the downfall of the British navy.

The motion of Sir J. Hobhouse was then agreed to.

GENERAL ORDERS, CIRCULARS, &c.

ARMY.

CIRCULAR.

War Office, 25th July, 1832.

I am directed to transmit herewith, for your information and guidance, a copy of His Majesty's Warrant, dated 30th May, 1832, relating to the Deduction to be made from the Pay of Officers on board East India Company's ships.

You will accordingly charge the Pay of all Officers on their passage at the full rates specified in schedule 1, annexed to the Pay-Warrant of 31st December, 1830, taking care, however, to deduct from the total amount, in each instance, the contribution to which the Officers are by the present Warrant respectively liable.

If any Officer shall claim an exception from this contribution, upon the ground that he has not been accommodated free of expense to himself, he will be required to produce a certificate of that fact, as prescribed by the 121st article of the Explanatory Directions to Paymasters and others.

I am,

Your most obedient

Humble servant,

L. SULLIVAN.

Warrant fixing the amount of deduction to be made from the Pay of Officers of Infantry Regiments of the Line, accommodated free of charge to themselves, at the table of any Commander of a ship in the East India Company's service, on the passage to and from India, and other Eastern stations.

[Dated 30th May, 1832.]

WILLIAM R.

Whereas by the 5th article of Our Warrant, dated 31st December, 1830, it is directed, that whenever Officers of Our Infantry Regiments of the Line are accommodated free of charge to themselves, at the table of any Commander of a Ship in the Service of the East India Company, on the Passage to and from India, and other Eastern Stations, their Regimental Pay shall be subject to a daily deduction, varying in Amount according to their respective Ranks; and whereas certain other Officers of the like Regiments, viz., Paymasters, Surgeons, and Assistant Surgeons, have hitherto been exempt from any deduction whatever when thus accommodated: and whereas it has been represented unto Us, that the causes of those distinctions no longer exist; Our Will and Pleasure therefore is, that, from and after the 1st of June next, the said deductions and exemptions shall accordingly cease, and that in lieu thereof, the Regimental Pay of every Officer of Infantry of the Line, without exception, when accommodated in the manner above described, shall thenceforward be liable to a Contribution for the Voyage, agreeably to the following scale, viz:—

To or from India	£5
Ceylon	5
the Mauritius	4
the Cape of Good Hope	3

Given at Our Court at St. James's, this 30th day of May, 1832, in the Second Year of our Reign.

By His Majesty's Command,

JOHN HOBHOUSE.

War-Office, 30th May, 1832.

SIR—I am directed by the Secretary at War to acquaint you, that a Contract has been entered into with Mr. Joseph Adams, Agent for the London, Leith, Edinburgh, and Glasgow Shipping Company, for the Passage and Victualling of Soldiers and their Families from the River Thames to certain Ports in North Britain and to Berwick-upon-Tweed, and also from these Ports to the River Thames, for One Year, ending the 30th April, 1833, at the Rates under-mentioned:—

GENERAL ORDERS, CIRCULARS, &c.

Soldiers and their Families.	Children from 1 to 14 years.	Children under 1 year.
Inverness . 30s.	15s.	Free.
Aberdeen . 20	10	do.
Dundee . . . 18	9	do.
Leith . . . 18	9	do.
Berwick . . 20	10	do.

I am, Sir,
Your most obedient Servant,
L. SULLIVAN.

War-Office, 11th June, 1832.

Sir—Doubts having arisen regarding the right of a Soldier to his Pay during periods of absence from duty, and a diversity of practice having consequently prevailed in different Regiments, I have the honour to draw your attention to the 44th Section of the Mutiny Act for this year, whereby it is enacted that the Sentence of a Court-Martial is requisite in order to deprive a Soldier of his Pay for absence without leave.

A Soldier committed to custody, either upon a charge of any criminal offence, or in consequence of the sentence of any Court, forfeits his pay, and cannot reckon his service for those days during which he is absent from his duty by the above causes; but a Soldier acquitted of the offence with which he was charged, and returning to duty, recovers his claim to Pay, and to reckon service for those days.

I take this opportunity of likewise drawing your attention to the 77th and 79th Articles of War, in accordance with which, a District Court-Martial cannot sentence an offender to receive more than 300 lashes, nor a Regimental Court-Martial more than 200 lashes.

I have the honour to be, Sir
Your most obedient humble Servant,
JOHN HOBBHOUSE.

Officer commanding
Regiment of ———.

War-Office, 12th July, 1832.

Sir—I am directed by the Secretary at War to annex for your information and guidance a Statement of the daily rates of allowances to General and other Staff-Officers, and to Field and Staff-Officers of Infantry Regiments, in lieu of Forage for the Horses required to be kept by them for the Public Service, for the half year from the 1st January to the 30th June, 1832, agreeably to which the charges for Forage will be allowed.

I am directed to add, that if a Charge at a different rate has been already made in your accounts, the same should be corrected according to the said Statement.

I am, Sir,
Your most obedient humble Servant,
E. MARSHALL.

Paymaster of the

STATEMENT OF THE DAILY RATES OF ALLOWANCE IN LIEU OF FORAGE, FOR THE PERIOD FROM THE 1st JANUARY TO THE 30th JUNE, 1832:—

GREAT BRITAIN.		Rate of Allowance.	
Counties.		s.	d.
Berks		1	10
Cornwall		2	0
Devon		1	9
Dorset		1	9
Essex		2	0
Hants		1	11
Kent		1	10
Lancaster		2	0
Middlesex		2	0
Norfolk		2	0
Northampton		2	0
Northumberland		1	11
Nottingham		1	10
Somerset		1	11
Suffolk		1	11
Surrey		1	11
Sussex		1	11
Warwick		1	10
York		1	9
North Britain		2	1
The Counties in which there are no Contracts		1	11
Jersey		2	5
Guernsey		2	4
IRELAND.			
Antrim		1	8
Armagh		1	8
Cavan		1	8
Donegal		1	8
Down		1	8
Fermanagh		1	8
Londonderry		1	8
Monaghan		1	8
Tyrone		1	8
Carlow		1	8
Dublin		1	8
Kildare		1	8
Kilkenny		1	8
Louth		1	8
Meath		1	8
Queen's County		1	8
Wicklow		1	8
Wexford		1	8
Galway		1	7
King's County		1	7
Leitham		1	7
Longford		1	7
Mayo		1	7
Roscommon		1	7
Sligo		1	7
Westmeath		1	7
Cork		1	8
Kerry		1	8
Waterford		1	8
Clare		1	7
Limerick		1	8
Tipperary		1	8

GENERAL ORDERS, CIRCULARS, &c.

War Office, 24th July 1832.

I have the honor to request that in all future discharges recommending for the Out Pension, Non-Commissioned Officers or Drummers of the disembodied Staff of the Regiment under your

Command, the fact of the Individual being incapable of performing the Duties of the said Disembodied Staff may be distinctly stated in the Medical Certificate.

I have the honor to be, &c.

JOHN HOBHOUSE.

War Office, 23d July 1832,

SIR,—His Majesty's Government having deemed it expedient that the Military Year shall henceforward commence on the 1st April, and terminate on the 31st March following, I have the honor to acquaint you, that in order to carry this measure into effect, the totals of the Paymaster's receipts and disbursements to the 31st December next, are to be carried forward into the General State of the Quarterly Pay List to the 31st March 1833, which Pay List is to be balanced and closed in

like manner as the Pay Lists to December have hitherto been.

I have further to state, that as the Quarterly Pay List to the 31st March, will in future be the last Pay List of the year, the same rules are to be observed in regard to the period at which it is to be rendered, as have hitherto been in force in respect to the December Pay List, and the necessary corrections are accordingly to be made in those parts of the Regulations which have reference thereto.

I have to add that, in the event of the Corps under your command being attended by a clergyman, in the course of the three months ending the 31st March, 1833, under the provisions of Articles 260 to 269 of the Explanatory Directions dated the 20th Nov. 1830, the clergyman is to be instructed to make a separate claim to remuneration for that period, in order that any future applications on his part may be made at half-yearly periods ending the 30th Sept. and 31st March in each year.

I have the honor to be, &c.

JOHN HOBHOUSE.

Officer commanding the—

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

CAPTAIN.

Henry Fras. Greville.

COMMANDERS.

Jas. Canfield. Wm. Warren.
N. Kortwright, retired.

LIEUTENANTS.

W. H. A. Morshead. Wm. Geo. Field.
Thos. M. Rodney. Philip Chetwode.
John Orlebar.

SURGEONS.

John Robt. Reid. W. B. McDonald.
Henry Tracey.

APPOINTMENTS.

CAPTAIN.

Charles Napier Out Pension.
Lord John Hay Castor

COMMANDERS.

Geo. Blisset Coast Guard
Robt. Smart Satellite
W. Sidney Smith Larne

LIEUTENANTS.

J. W. Tomlinson Britannia
J. Slanghier Coast Guard
John D. Robinson Ditto
John R. Baker Ditto
John Morgan Seafower
I. L. N. Sealy Tyne
Henry Smith (b) Ditto
Geo. F. Westbrook Coast Guard
Henry Wright Gannet
Richard Bastard Flamer
Charles S. Haswell Coast Guard
John J. Keeling Hornet, R.C.
C. H. Norrington Speedwell, R.C.
W. B. Drummond Satellite
E. Bism Satellite
Lord F. J. Russell Larne
Hon. E. A. J. Harris Stag

C. C. Nelson Britannia
James Maitland Excellent, &c. Lt.

MASTERS.

Edward Hankin Magnificent
Thomas Barclay Larne
James B. Manley Satellite
John Pascoe Skylark

SURGEONS.

Jas. Hall (b) Georgiana, Conv. Ship
Joseph Steret Camden, Conv. Ship
G. H. Dabbs Satellite
Robert Marshall (a) Sheerness Ord.
Henry Tracey Donegal
W. G. Borland Conway
W. B. McDonald Satellite

ASSISTANT-SURGEONS.

Wm. McAnley San Josef
G. F. Rowe Victory
Jas. Willey Ditto
Wm. Duncan Donegal
J. L. Clarke Winchester
Alfred Tucker Woolwich Division
Robt. Stevenson Favorite
W. C. Lamb Seafower
Jas. Morrison Columbia, St. V.
Alex. Bryson Castor
J. Crichton Dispatch
W. D. Wilkes San Josef
C. F. Krabbe Columbia
John Gallagher San Josef
Wm. Graham Raven
H. Dan. Shea
Geo. W. Pritchett Swallow
John Baird (b) Britannia
Phillip Toms Royalist
J. C. Hetherington Scout
J. C. Mottley Flamer

PURSE.

Cornelius M'Dermott Satellite
John Breaks Larne
Mr. Alex. Lumsdale app. Master-Attendant at Plymouth.

ROYAL MARINES.

PROMOTIONS.

F SECOND-LIEUTENANT James Buchanan, of the Portsmouth Division, to be First Lieut., and removed to Woolwich.

Second-Lieut. H. G. Milford, from Woolwich, to be First Lieut. at Portsmouth.

ARMY.

OFFICE OF ORDNANCE, Aug. 27.

Royal Regiment of Artillery.—Second Lieutenant Francis Seymour Hamilton, to be First Lieutenant, vice Seddon deceased.

Royal East Middlesex Militia.—John Prujean, Gent., to be Ensign.

WAR OFFICE, Aug. 31.

4th Regt. of Dragoon Guards.—Cornet Alexander Duncan Tait, to be Lieut. by p. vice Pix, who retires; Duncan Forbes Mitchell, gent. to be Cornet, by p. vice Tait.

9th Regt. of Light Dragoon.—Cornet Archibald Little, to be Lieut. by p. vice Upton, who ret.; Sir Joseph Hawley, Bart. to be Cornet, by p. vice Little.

11th Light Dragoon.—Cornet Charles Thornhill Warrington, to be Lieut. by p. vice Hyndman, who ret.; Francis Woody Horn, gent. to be Cornet, by p. vice Warrington.

3d or Scots Fusilier Regt. of Foot Guards.—Lieut. and Capt. Charles Hornby to be Capt. and Lieut.-Colonel, by p. vice Lord Charles Spencer Churchill, who ret.; Ensign and Lieut. Delme Seymour Davies, to be Lieut. and Capt. by p. vice Hornby; John Blinn Wall, gent. to be Ensign and Lieut. by p. vice Davies.

8th Regt. of Foot.—Lieut. James Pringle, from h. p. unattached, to be Lieut. vice John Charles Villiers Molesworth, who exchanges, receiving the difference.

21st Foot.—Paymaster Philip Jean, from h. p. 8th Royal Vet. Bat. to be Paymaster, vice William Boyle, placed upon h. p.; Staff Assistant-Surgeon Edward Josias Bulteel to be Assistant-Surgeon.

51st Foot.—Ensign John Scriven to be Lieut. by p. vice Cholmondeley, who retires; Edmund Isham, gent. to be Ensign by p. vice Scriven.

54th Foot.—Capt. Aymer Dowdall, from the 89th Foot, to be Capt. vice Johnson, who exc.; Arthur Wellesley Brabazon, gent. to be Ensign, by p. vice Williams, who ret.

89th Foot.—Capt. Frederick William Johnson from the 54th Foot, to be Capt. vice Dowdall, who exchanges.

Rifle Brigade.—Assistant-Surgeon William Woodforde, from h. p. New Brunswick Fencibles, to be Assistant-Surgeon, vice Pardey, deceased.

1st West India Regt.—Ensign John Leslie, from h. p. 45th Foot, to be Ensign without p.

Brevet.—To be Majors in the Army.—Captain Edward Goate, of the 35th Foot; Capt. Archibald Smith of the 24th Foot.

The undermentioned Cadets of the Hon. the East India Company's Service, to have temporary rank as Ensigns during the period of their being placed under the command of Col. Pasley, of the Royal Engineers at Chatham, for field instructions in the art of Sapping and Mining:—Gent. Cadet Thomas Bunce, Gent. Cadet John Ouchterlony, Gent. Cadet William John Western, Gent. Cadet Henry Walker Allardice, Gent. Cadet Charles Lewis Spitta, Gent. Cadet John Adee Curtis.

Hospital Staff.—Robert Wood, gent. to be Assistant Surgeon to the Forces, vice Bulteel, appointed to the 21st Foot.

Memoranda.—The appointment of Lieut. John Wood, from the 46th to the 16th Foot, as stated

in the Gazette of the 22d of June last, has been cancelled.

The appointment of Ensign John Edward Wetherall, from h. p. unattached to the 6th Foot, which was stated to have taken place on the 6th of July last, has been cancelled.

The half-pay of the undermentioned officers has been cancelled from the 1st of January, 1858, inclusive, they having received commuted allowances for their commissions:—

Lieut. Solomon Earle, h. p. 2d Light Infantry Battalion King's German Legion; Lieut. William Carstairs, h. p. 45th Foot.

The half pay of the undermentioned officers has been cancelled from the 31st inst. inclusive, they having received commuted allowances for their commissions:—

Capt. William Trueman, h. p. 32d Foot; Ensign and Lieut. Henry Wombwell, h. p. 1st Ft. Gds.; Lieut. William Robins, h. p. De Meuron's Regt.; Ensign George Mitchell, h. p. Canadian Fencibles; Second Lieut. William Wemyss, h. p. 23d Ft.; Quartermaster Robert Foot, h. p. Somerset Fencible Cavalry; Ensign William Manley, h. p. 5th Garrison Battalion; Lieut. Joseph Leeson, h. p. 21st Lt. Dr.; Ensign William Ravenscroft, h. p. 79th Ft.; Ensign Charles Walter, h. p. 87th Ft.; Ensign John Edward Wetherall, h. p. unatt.; Lieut. David Le Count h. p. 60th Ft.; Lieut. George Boss, h. p. 8th Lt. Dr.; Lieut. Francis Scrimmes Pilcher, h. p. 9t. Lt. Dr.; Lieut. William Roper, h. p. 18th Ft. h. Lieut. William Neville Thomas, h. p. 3d West India Regt.; Paymaster James Rawstorne, h. p. Chasseurs Britanniques; Assistant Surgeon John Stewart, h. p. 42d Ft.; Ensign John Midell, h. p. 39th Ft.; Lieut. William M'Vittie, h. p. 98th Ft.; Assistant-Surgeon Henry Clifford, h. p. 68th Ft.; Assistant-Surgeon Henry Fisher, M. D., h. p. 19th Lt. Dr.; Ensign Lawrence Lind, h. p. 69th Ft.

East Suffolk Regt. of Militia.—James Rigby Beever, Gent. to be Lieut.; Edward Jenkins, Gent. to be Ensign; Thomas Minter, Gent., do.

Fifeeshire Militia.—Lieut.-Col. John Thomas Hope, to be Col.; Maj. John Dalryell, to be Lieut. Col. vice Hope, promoted, Andrew Mahon, Gent. to be Ensign.

Fifeeshire Yeomanry Cavalry.—John Haig, Gent. to be Cornet.

Royal Glamorgan Lt. Infantry Bat. of Militia.—Francis John Wheatley, Gent. to be First Lieut. vice Miers, promoted; John Harry Hammond Spencer, Gent. to be Second Lieut. vice Smith, resigned.

Leicestershire Regmt. of Yeomanry Cavalry.—Lieut.-Adj. John Bowater to be Capt. by Brevet; Cornet Sir George Joseph Palmer, Bart. to be Capt.-Lieut. vice Coleman, deceased; Cornet Edward Dawson to be Lieut. vice M'Idocke, resigned; John Bainbridge Story, Gent. to be Cornet, vice Dawson, promoted; Sir Arthur Gray Haldrige, Bart. do. vice Sir G. Palmer, promoted; Rev. Andrew Irvine to be Chaplain, vice Tyson, deceased.

OFFICE OF ORDNANCE, Aug. 31.

Royal Regt. of Artillery.—Second Lieut. Edward Walter Crofton, to be First Lieut. vice Beger, resigned.

WAR-OFFICE, SEPT. 7.

4th Regt. of Dr. Gds.—Cornet Arthur Bastard Easterbrooke Holdsworth, to be Lieut. by p. vice Chawner, promoted.

3d Regt. of Light Dragoon.—Lieut. George Henry Lockwood, to be Capt. by p. vice Baker, who retires; Cornet William James Downes, to be Lieut. by p. vice Lockwood; Cornet and Adj. Frederick Jackson, to have the rank of Lieut.

17th Light Dragoon.—Edward Croker, Gent. to be Cornet, by p.

PROMOTIONS AND APPOINTMENTS.

7th Regt. of Foot.—Major Frederick Farquharson, to be Lieut.-Col. by p. vice Elphinstone, who retires; Capt. Joseph Hutchison, to be Major, by p. vice Farquharson; Lieut. Herbert Byng Hall, to be Capt. by p. vice Hutchison; Lieut. Charles Spencer Bunyon, from the 90th Foot, to be Lieut. vice Hall.

92d Foot.—Lieut. James Anthony, from the h. p. of the 40th Ft. to be Lieut. repaying the difference received, vice Michael Carey, who exchanges.

27th Foot.—Ensign Henry Butler, to be Lieut. without p. vice Nelson, deceased; Gent. Cadet George McCall, from the Royal Military College, to be Ensign, vice Butler.

28th Foot.—Walling Everard, Gent. to be Ensign, by p. vice Napier, appointed to the 52d Regt.

37th Foot.—Capt. John Burrell, from the h. p. to be Capt. vice Augustus Charles Skynner, who exchanges, receiving the difference.

50th Foot.—Ensign and Adj. William White, to have the rank of Lieut.

52d Foot.—Ensign George Thomas Conolly Napier, from the 28th Ft. to be Ensign, vice Kempt, promoted.

59th Foot.—Lieut. Richd. Barnardiston Yates, to be Capt. by p. vice Jones, who retires; Ensign Henry Hope Graham, to be Lieut. by p. vice Yates; Edward Henry Poynts, Gent. to be Ens. by p. v. Graham.

65th Foot.—Capt. George Smyth, from the h. p. to be Capt. vice Farquharson, promoted.

90th Foot.—Ens. George Douglas Bowyer, to be Lieut. by p. vice Bunyon, appointed to the 7th Foot; John Henry Bringham, gent. to be Ens. by p. vice Bowyer.

91st Foot.—Capt. George Frederick Greaves, from the h. p. to be Capt. vice Francis Augustus Gould, who exch.

Unattached.—Lieut. Edward Hoare Chawner, from the 4th Drag. Gds. to be Capt. by p.; Ens. Thomas Nathaniel Kemp, from the 52d Foot, to be Lieut. by p.

Staff.—James Macdonald, Esq. to be Paymaster of the Depôts of Regiments of Cavalry and Infantry on the East India Establishment, and of Detachments of Cavalry and Infantry Regiments on the British Establishment.

Memoranda.—Lieut. Bartholomew Conrad Augustus Gugsy, h. p. Canadian Fencibles, has been allowed to retire from the service by the sale of an unatt. com.

The appointment of Assist.-Surgeon Charles Foot, from h. p. of the 26th Foot, to be Assist.-Surgeon to the Forces, as stated in the Gazette of the 20th of July last, has not taken place.

North York Corps of Yeomanry Cavalry.—Lieut. Gilbert Stapleton, to be Capt.; Cornet W. Pybus, to be Lieut. vice Stapleton, prom.; Cornet George Gibson Davey, to be ditto; Richard Michael Jacques, Gent. to be Cornet, vice Pybus, prom.; James Nicholson Collyer, Gent. to be ditto, vice Davey, promoted.

SEPTEMBER 11.

Upper Ward and Aldrie Corps of Lanarkshire Yeomanry Cavalry.—W. Gray Cunningham, Gent. to be Lieutenant, vice Dickson, resigned; A. Cunningham, Gent. to be Cornet, vice W. G. Cunningham, prom.

WAR-OFFICE, SEPT. 14.

4th Regt. of Drag. Gds.—Lieut. Edward O'Grady, from the 27th Foot, to be Lieut. vice Lyon, who exch.

3d Regt. Lt. Drag.—Lieut. Thomas Nathaniel Kemp, from h. p. unatt. to be Lieut. vice George Watson, who exch.

3d or Scots Fusilier Regt. of Foot Gds.—Lieut.-Col. John Thomas Fane, from h. p. of 22d Light Drag. to be Captain and Lieut.-Col. vice Hon. Edward Stopford, who exch.

16th Foot.—Lieut. Robert Douglas, from h. p. of 74th Foot, to be Lieut. vice Wood, whose appointment has been cancelled.

17th Foot.—Capt. William Jull, from h. p. of 7th Foot, to be Capt. vice Daniel Caulfield, who exch. rec. the diff.

19th Foot.—Ens. John Forman, to be Adjut. vice Scott, who resigns the Adjut. only.

27th Foot.—Major George Doherty, from h. p. unatt. to be Major, vice John Pratt, who exch. rec. the diff.; Lieut. John Stuart Lyon, from the 4th Drag. Gds. to be Lieut. vice O'Grady, who exch.

39th Foot.—Francis William Bowles, Gent. to be Ens. by p. vice McLeod, app. to the 91st Foot.

42d Foot.—Lieut. Lawrence Fyfe, to be Capt. by p. vice Childers, who ret.; Ens. William Oliver Grant, to be Lieut. by p. vice Fyfe; Thomas Kinloch, Gent. to be Ens. by p. vice Grant.

53d Foot.—Ens. Thomas Smart, to be Lieut. by p. vice Walsh, who ret.; Marley Hutchinson, Gent. to be Ens. by p. vice Smart; Sergeant-Major William Follows, to be Adjut. with the rank of Ens. vice Fraser, prom. in the 91st Foot.

65th Foot.—Capt. George Hind Edwards, from h. p. unatt. to be Capt. vice Thomas Rowley, who exch.

91st Foot.—Lieut. James Robert Brunner, to be Capt. by p. vice Greaves, who ret.; Ensign William Anderson, to be Lieut. by p. vice Brunner; Ens. Francis William Blake McLeod, from the 39th Foot, to be Ens. vice Anderson.

Unattached.—Lieut. Edward Colley Thompson, from the 26th Foot, to be Capt. of Infantry, without p.

Staff.—Lieut.-Col. John Eden, on h. p. unatt. to be Deputy Adjutant-General to the Forces serving in Canada, vice Harris, who resigns; Major Edmund Henry Bridgeman, on h. p. unatt. to be Deputy Adjutant-General to the Forces serving in the Windward and Leeward Islands (with the rank of Lieut.-Colonel in the army) vice Hay, who resigns.

STAFF.—Lieut.-Col. J. Eden, on h. p. unatt. to be Dep. Adj. Gen. to the Forces serving in Canada, vice Harris, who resigns; Major E. H. Bridgeman, on h. p. unatt. to be Dep. Adj. Gen. to the Forces serving in the Windward and Leeward Islands (with the rank of Lieut.-Col. in the Army), vice Hay, who resigns.

Worcester Militia.—Ensign Baynham Jones, jun. to be Lieut. vice Charles Albrecht, res.; Charles Hughes, Gent. to be Ensign, vice Baynham Jones, jun. promoted; Edward Chester Jones, Gent. to be ditto, vice Baynham Jones, sen. resigned.

Northumberland and Newcastle Yeomanry Cavalry.—Lieut. Robert Hedley to be Captain, vice Altkood, resigned; Cornet Samuel Parker to be Lieut. vice Hedley, promoted; William Cuthbert, Gent. to be Cornet, vice Parker, promoted.

OFFICE OF ORDNANCE, SEPT. 19.

Royal Regt. of Artillery.—Quartermaster-Serjt. J. Fife to be Quartermaster, vice Batt, ret.

WAR OFFICE, SEPT. 21.

3rd or Scots Fusilier Regt. of Foot Guards.—Lieut. and Capt. the Hon. H. Montagu to be Capt. and Lieut.-Col. by p. vice Fane, who ret.; Ensign and Lieut. the Hon. E. T. Rowley to be Lieut. and Capt. by p. vice Montagu; Second Lieut. R. Mooroom, from the Rifle Brigade, to be Ensign and Lieut. by p. vice Rowley.

3d Regt. of Foot.—Lieut. J. B. Kingsbury to be Capt. without p. vice Hughes, deceased; Ensign G. Bridge to be Lieut. vice Kingsbury; Gent. Cadet J. C. Handfield, from the Royal Military College, to be Ensign, vice Bridge.

8th Foot.—J. Hilton, Gent. to be Ensign, by p. vice Orme, who ret.

17th Foot.—Lieut. R. Graham to be Capt. by p. vice Jull, who ret.; Ensign E. B. Owen to be Lieut. by p. vice Graham; C. Edwards, Gent. to be Ensign, by p. vice Owen.

21st Foot.—Assist.-Surgeon H. N. Holden, from the Staff, to be Assist.-Surgeon, vice Bulteel, whose appointment has not taken place.

37th Foot.—Lieut. F. Skidley to be Capt. by p. vice Surrell, who ret.; Ensign W. Clay to be Lieut. by p. vice Skelly; P. F. Durham, Gent. to be Ensign by p. vice Clay.

39th Foot.—Gent. Cadet H. A. Strachan, from the Royal Military College, to be Ensign, without p. vice Bowles, appointed to the 83d Ft.

65th Foot.—Capt. J. Patience, from h.p. unatt. to be Capt. vice Edwards, who ret.

70th Foot.—Ensign T. Moody to be Lieut. by p. vice Craik, who ret.; J. P. Costobadie, Gent. to be Ensign, by p. vice Moody.

88d Foot.—Ensign the Hon. R. Clifford to be Lieut. without p. vice Bowles, deceased; Ensign F. W. Bowles, from the 39th Ft. to be Ensign, vice Clifford.

Rifle Brigade.—A. Percy, Gent. to be Second Lieut. by p. vice Moorsom, appointed to the 3rd Regt. of Ft. Gds.

Unattached.—Lieut. G. P. Bushe, from the 15th Lt. Drs. to be Capt. by p.

Memoranda.—The date of the commission of Ensign F. W. Blake M'Leod, in the 91st Ft. has been altered to the 28th August 1829, in order to his being placed in his original position in that corps.

The appointment of Assist.-Surgeon E. Cutler,

from the h. p. of the 1st Ft. Gds. to be Assist.-Surgeon. in the 57th Ft. as stated in the *Gazette* of the 15th of June last, has not taken place.

Royal North Regt. of Lincolnshire Militia.—Augustus Leicester Hamner, Gent. to be Ensign, Corps of Yeomanry Cavalry.—Adjutant John Barnett Lane to serve with the Brevet rank of Captain.

West Somerset Regt. of Yeomanry Cavalry.—Henry Parsons, Gent. to be Cornet.

WAR OFFICE, SEPT. 24.

7th Foot.—Major-General Sir Edward Blake, K.C.B. to be Colonel, vice Field-Marshal Sir Alured Clarke, G.C.B. deceased.

Royal Lanarkshire Militia.—Herbert Henry Vaughan, Esq. to be Brevet Captain.

From the London Gazette.

AUGUST 1.

The King was this day pleased to confer the honour of Knighthood upon Lieut.-Col. Michael Creagh, of the 80th or Royal County Down Regt., Military Companion of the Royal Hanoverian Guelphic Order.

AUGUST 24.

The King was this day pleased to confer the honour of Knighthood upon Major-General Wm. Nicolay, Governor of the Island of Mauritius.

The King was this day pleased to confer the honour of Knighthood upon John Deas Thomson, Esq., late Commissary and Accountant-General of the Navy, Civil Knight Commander of the Royal Hanoverian Guelphic Order.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Hobart Town, the Lady of Major, Welman, 57th Regt. of a daughter.

Aug. 15th, at Kingsdown, near Sittingbourn, Kent, the Lady of Lieut. H. H. Johnstone, R.N. of a son.

Aug. 18th, the Lady of Lieut. White, R.M. of a son.

Aug. 19th, at Southsea, the Lady of Capt. Clements, R.M. of a son.

The Lady of Capt. Hagan, R.N. Inspector of the Coast Guard, Ireland, of a son.

At his house in Leeson street, Dublin, the Lady of the Hon. Major Massy, of a son.

At Southsea, the Lady of F. Sankey, Esq. Surgeon H.M.S. Madagascarc, of a son.

At Falmouth, the Lady of the Rev. Mr. Baker, of H.M.S. Astraea, of a daughter.

At Norwich, the Lady of Lieut. Ward, 91st Regt. of a daughter.

At Ide, near Exeter, the Lady of Lieut. J. T. Hooper, R.N. of a son.

At Greenock, the Lady of Lieut. Newton, R.N. of a son.

At his villa, Horndean, the Lady of Captain Michael Seymour, R.N. of a daughter.

In Edinburgh, the Lady of Lieut. Henry R. Addison, Queen's Bays, of a son. The mother died on the 16th ult.

At Castle Biggs, County Tipperary, the Lady of Major Firman, 82d Regt. of a daughter.

September 8th. At Brecon, the Lady of Capt. Richmond, 11th Regiment, of a son.

September 11th. At Milford, the Lady of John Williams, Esq. Purser, R.N. of a son.

Sept. 13th. At Newcastle, in the county of Limerick, the Lady of Capt. Mason, 77th Regt. of a daughter.

MARRIAGES.

July 17th. At Dover, Lieut. J. N. Frampton, of the Rifle Brigade, to Lucy, third daughter of John Shipden, of that place.

July 31st. At Trinidad, Major-General L. Grant, Governor of that Island, to Isabella Elizabeth, only daughter of the late Alexander Grant, Esq. of Tullochgrigban, North Britain.

Aug. 15th, at All Saints Church, Southampton, Capt. Beauchamp Kerr, 35th Regt. third son of the late Lord Charles Beauchamp Kerr, and grandson of the late Marquis of Lothian, to Caroline Eliza, youngest daughter of the late James Irwin, Esq. of the Hon. East India Civil Service.

Aug. 15th, at Kensington Church, Dr. Charles Inches, R.N. Surgeon, to Sophia, daughter of John Peake, Esq. of Earl's Terrace, Kensington.

At Buckland Church, near Dover, Lieut. Miles Chas. Beton, late 65th Regt. eldest son of Lieut.-Colonel Seton, C.B. to Ann Maria, only child of the late Josias Cocke, Esq. of Camborne, in the county of Cornwall.

At Rottingdean, Sussex, Lieut. R. Joachim, R.N. to Elizabeth, daughter of Thos. Beard, Esq.

Aug. 28th, at Camfordown, Forfarshire, Lieut. John James Allen, R.N. eldest son of John Lee Allen, Esq. of Errol Park, to the Lady Henrietta Dundas Duncan, eldest daughter of the Earl of Camperdown.

At Falmouth, R. Browning, Esq. Surgeon R.N. to Miss E. Snell.

Sept. 4th, at Stretton, Derby, Major W. Booth, late 15th Hussars, to Harriet, daughter of Sir W. C. Browne Cave, Bart.

Sept. 5th, at Wotton Church, Capt. G. Gold, 53d Regt. to Elizabeth Mary, only daughter of the late John Naylor, Esq. of Hartford Hill, near Northwich, Cheshire.

Sept. 6th, at Greenwich, Henry H. Douglas, Esq. late of the Life Guards, to Mary Ann, eldest daughter of the late John Allen, Esq. of the Paragon, near Blackheath.

Sept. 8th, at Shorne, Kent, Lieut. Henry A. Dalton, 6th Foot, to Ann, second daughter of W. A. Dorchill, Esq.

Sept. 18. At Trinity Church, Mary-la-bonne, Lieut.-General White, of Upper Berkeley-street, to Elizabeth, eldest daughter of the late Alexr. Davison, Esq. Swarland Park, Northumberland.

At the above-named time and place, Capt. S. F. Cook, R.N. only son of the Rev. J. Cook, of Newton Hall, Northumberland, to Dorothy, youngest daughter of the late A. Davison, Esq.

September 20th. At Middleton Church, Lieut. Mathew Charles Forster, R.N. son of Colonel Forster, Gatcombe House, Hants, to Mary, third daughter of Sir Joseph Wallis and the Lady Harriet Hoare, and niece of the Marquis of Thomond.

••• We are requested to contradict the marriage of Ensign Archibald H. Munro, of the 82d Highlanders, inserted in our last number, which we extracted from a respectable Irish Paper, usually most correct in such matters.

DEATHS.

MAJOR-GENERAL.

Sir Charles Ashworth, K.C.B. A Memoir of Services will be found in our present number.

LIEUTENANT-COLONELS.

April 16th. M'Neil, h. p. Cape Regt.
August 26th. Aubrey, unatt. Cheltenham.

CAPTAINS.

Warlock, 91st Foot.
February 11th. Fox, h. p. 98th Foot.
March 26th. Featherston, h. p. 87th Foot.
Browne, h. p. 117th Foot.

LIEUTENANTS.

March 11th. Richardson, h. p. 15th Foot. •
May 17th. Cameron, 9th Vet. Bn.
Brade, h. p. 14th Foot.
June. Freere, h. p. 2d Vet. Bn. Tobago.
June 14th. Brocklass, 1st W. I. R. Essequibo.
June 21st. Seymour, h. p. 29th Foot.
July 17th. Leaden, h. p. 39th Foot.
Molison, h. p. 71st Foot.
Johnstone, h. p. 23d Dns.
July 20th. Hodgson, Gren. Gds. London.
August 9th. Robertson, 3d Vet. Bn.
Bicknell, h. p. 4th Ceylon Regt. •
August 16th. Sedden, R. Art. St. Alban's.
June 6th. Macleod, h. p. 29th Foot.
June 27th. Wilson, h. p. 34th Foot.
April 23d. Arrowsmith, h. p. Fish's Corps.
Jan. 6th. Alex. Cameron, h. p. unat.
April 30th. O'Hara, h. p. 5th W. I. R.

CORNETS AND ENSIGNS.

July 16th. Cook, h. p. 20th Drago.
June 25th. Boreham, 3d Vet. Bat.
Feb. 3d. Corbett, h. p. 97th Foot, Eishaw, Lincoln.
Aug. 9th. Mahon, h. p. 23th Foot.
June 28d. Weigall, h. p. 82d Foot.

PAYMASTER.

June 24th. Scott, 96th Foot, Halifax, N. S.

SURGEON.

Bullock, h. p. 11th Drago.

MEDICAL DEPARTMENT.

April 24th. Asstt. Insp. Browne, M.D.
July 2d. Asstt. Surg. Wason, 83d Foot, Bal-larobe.
Asstt. Surg. Ekins, 93d Foot, Barbadoes.
June 33th. Asstt. Surg. Pardy, M.D. 1st Bat. Rif. Br. Montreal, Upper Canada.
June 14th. Dep. Furv. Cummings.

Aug. 7th, at Dieppe, Capt. A. M. Campbell, h. p. Royal Artillery.

July 16th, at the Arsenal, in Kingston, Jamaica, in the 47th year of his age, John Read, Esq. Ordnance Storekeeper, and brother of the late

Lieut.-Colonel Read, of the Quarter-Master General's department.

August 27th. At Limerick New Barracks, Lieut. Llewellyn Nelson, 37th Regiment.

At Chambers Green, Bucks, Lieut. George Harper, late of the 69th Regiment.

At Woolwich, First Lieut. Missing, of the Royal Marines.

At Chester, Capt. John Murray Northey, R.N. aged 66.

At Southampton, Lieut. Chaproniers, of the Royal Marines.

At Chelsea Hospital, Sir Everard Home, Bart. in his 77th year.

At Devonport, Commander Richard Weymouth, R.N. aged 81, after an illness of only twelve hours' duration.

At Plymouth, Mr. Patrick Coleman, Assistant-Surgeon, R.N.

August 30th. At Thurso, after a few hours' illness, Lieut. Alexander Robeson, R.N.

September 1st. At Albany Barracks, Isle of Wight, aged 65, Capt. Macintosh, late Paymaster of the Depot.

From the effects of a fall from his carriage, Com. W. Richardson, (b) Inspecting Commander of the Coast Guard Service, at Poole.

At Selby's Hotel, Falmouth, G. Damerum, Esq., Deputy Commissary-General, Halifax, New South Wales.

At Callington, aged 70 years, Lieut.-Colonel Horndon, late Major of the Royal Horse Artillery, many years one of his Majesty's Justices of the Peace, and Deputy-Lieutenant for the county of Cornwall.

At Cork, of cholera, T. Russell, Esq. late Lieut. of the 1st Royals, and Barrack-Master of Mill street.

Thomas Drury, Esq. Admiral of the Red, September 6th. At Newcastle, at an advanced age, Thomas Trotter, M.D., for many years an eminent physician in that town. Dr. Trotter was a native of Roxburghshire, and was educated in Edinburgh. In 1783, he was appointed surgeon in the Royal Navy, and in 1789, to the flag-ship of his friend Admiral Roddam; at which period he published a review of the medical department of the Navy. In 1793 he was appointed Physician to the Royal Hospital at Portsmouth; and in the following spring, he was nominated by Earl Howe, Physician to the Channel Fleet. He continued his active services in the Navy until June 1795, to which month, during the Quiberon Expedition, he received a severe personal injury. In ascending a ship's side, to visit a wounded officer, Capt. Grindall, of the Irresistible, 74 guns, from which time till his retirement in 1802, he was incapacitated from all actual service: he then quitted the navy, and soon afterwards settled in Newcastle. In Newcastle he was distinguished not more by his eminent professional ability, than by his amiable conduct in private life.

September 11th. At Dublin, Major William Fleming, Royal Bengal Artillery, East India Company's service.

September 12th. At Edinburgh, Major Cheape, East India Company's service.

September 13th.—At Charnmouth, Dorsetshire, of cholera, Capt. George Sidney Smith, R.N. nephew of Admiral Sir Sidney Smith, K.C.B.

September 17th. At Liangollen, at the advanced age of 87, Field Marshal Sir Alured Clarke, G.C.B., Colonel of the 7th Fusiliers.—A Memoir of Services will be given in our next.

September 17th. At the Royal Hospital Haslar, retired Commander Titus Alandrie, R.N.

At Plymouth, John Robertson, Esq. Purser, R.N. aged 49.

Capt. Brattle, late of the 95th Regiment.

METEOROLOGICAL REGISTER.

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

AUG. 1832.	Six's Thermometer.		At 3 P. M.			Pluvio- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo- Degrees	Hygrom Farts			
1	66.2	57.6	30.86	64.4	453	—	.064	K.N.E. lt. breezes & cloudy
2	67.1	60.4	29.89	67.1	532	.550	.079	Fresh squalls from the N.W.
3	67.4	62.6	29.95	66.8	541	.376	.074	N by W light airs & cloudy
4	67.2	60.3	29.87	65.6	553	.275	.083	W by S fr breezes & fine,
5	67.6	61.4	29.92	66.8	569	.616	.089	S.W. light airs with rain
6	68.8	58.8	29.88	66.8	425	—	.100	W S.W. fr. br. and cloudy
7	69.6	59.9	29.97	68.8	472	—	.160	S.W. lt. airs & fine weather
8	76.6	59.4	30.08	76.2	394	—	.185	S S.W. lt. breezes & clear
9	77.3	60.3	30.10	76.4	365	—	.185	S S.W. calm & clear weather
10	76.2	66.0	30.12	74.8	416	—	.206	S.W. moder. winds and fine
11	75.4	65.6	30.26	73.5	383	—	.250	W a beautiful day
12	71.3	63.2	30.16	70.4	398	—	.198	W. by S. lt br & very fine
13	70.8	64.6	30.23	68.4	425	—	.135	S. lt winds & fine weather
14	71.4	58.3	29.90	69.3	415	—	.110	S by E mod br & fine weather.
15	71.6	59.4	29.92	70.4	420	—	.145	Light var winds and fine
16	72.2	59.6	29.96	71.7	418	—	.163	S.W. lt. airs & beaut. weath
17	72.4	58.2	29.93	70.0	416	—	.188	S S.W. fr. breezes & fine
18	70.8	57.4	29.86	67.2	434	.020	.150	S.W. squally, with lt rain.
19	69.4	61.8	29.81	65.0	430	.135	.154	N.W. by W fr. br. with shrs.
20	66.7	57.2	29.98	64.2	437	.065	.118	S w lt br & fine weather
21	65.9	56.6	29.78	63.8	498	.460	.109	Var winds, with rain
22	65.6	61.4	29.72	65.2	447	.463	.136	S.W. fr br clear at interv.
23	65.4	59.3	29.86	63.4	482	.016	.140	S S.W. fr br & fine weather
24	65.3	59.0	29.78	62.8	477	.100	.085	S S.W. mod wds & fine weather
25	63.2	55.1	29.72	61.4	474	.040	.065	N.W. squally, with lt shrs
26	60.9	56.0	29.62	59.9	527	.090	.068	W N.W. fr. wds & rainy
27	60.0	53.2	29.51	57.8	630	.476	.056	S hard squalls, with shrs.
28	60.0	53.8	29.24	59.3	573	.520	.070	N.W. squally wds with rain
29	59.8	54.5	29.39	57.4	628	.242	.075	W by S lt br & rainy wds
30	59.6	56.0	29.61	59.3	618	.775	.060	W N.W. fr br with heavy rain
31	66.2	54.0	29.71	65.6	593	.280	.065	S.W. lt airs & overcast.

TO READERS AND CORRESPONDENTS.

We beg to refer Mr S— (Kensington) to our Numbers for August, September, and December, 1831, where he will find the subject of "Steering," according to Mr. S—'s view, already treated by Capt Basil Hall, R. N., and Capt. Manning, E. I. C. S.

We thank Mr. T. W— for his paper, which he will find inserted in our present Number. G. M—'s letter has just reached us, after we had acted, in the case referred to, in a manner which we are happy to find completely corresponds with his own fair intentions—as expressed in his Letter. G. M— will find the subject of our allusion in this month's Number, and we request him to give early effect to our pledge and his own sense of justice—We shall proceed with the Narrative.

We had anticipated, from other sources, the communications from the friends of Sir Israel Fellow, who, we trust, will have found our Memoir of that Officer satisfactory.

We beg to inform "Nauticus" that our regular Correspondent has undertaken the office he proposes to take up. We do not, however, on this account, decline the correspondence of "Nauticus" on general subjects.

We regret that W. G—'s packet reached us too late to be available this month. We hope to bring it into our next. The other shall be returned as he requests.

G. B. P. shall have as early a quarter as we can assign him.

Our friend Captain C— will find his letter anticipated in our present No by an article on the same subject. We shall reserve his letter, in case it should still be available.

We regret that "An Old Post Captain" has arrived too late for this month.

Again we have to request that Communications may be forwarded to us as early as possible in each month, and that the postage or carriage be free.

GENERAL ORDERS OF THE DUKE OF WELLINGTON. .

FROM 1809 TO 1815.

WHAT reflecting mind does not regret the obscurity relentless time has thrown over the useful accidence of mundane institutions! At our comparatively modern dawn of Western history, though we see established governments carried on judiciously, and various people living under laws and institutions well suited to their character and position, we are profoundly ignorant of the principles on which they were based, of the causes of their growth, or of their gradual advance towards useful perfection. How gratifying would it be to discover the causes that produced the various states of society which pass under review in history, and to discover the secret springs and workings of the minds of men, leading them to a progressive advancement, to a common understanding, a mutual confidence, and to a consequent civil organization. But to this extent not all the unrolling of the carbonated batons of Herculaneum, or research in the scarcely legible Palimpsests, or the musty rolls of the monasteries of a later date, could so reward us. The discovery of an author of 2 or 3000 years' since would not give the moral causes of civilization and legislation, or the spirit of the times that created them. They lie too deep often for the most scrutinizing contemporary, and can only be approached by the most minute investigation. Being thus denied what would be the most useful gleanings from past ages, of which we alone discern results and call them history, we are left to fill up the blank by speculation or analogy, and have designated the consequent theories of elegant and specious writers as its philosophy. But if we cannot be thus benefited to the extent we desire by a knowledge of their early opinions and ideas, or of their habits and customs, rough, ever so rough, of their bye-laws, which were the foundation of the greater codes, would throw much light on the progressive advancement of governments and institutions, and prove alike useful to the lawyer and statesman.

These ideas suggest themselves in consequence of the republication of the Orders of the Duke of Wellington in the Peninsula*, and which we consider of the greatest value, from their being what we have regretted as lost to us in former ages. Here are the rudiments of military system and regulation, of conducting or provisioning an army, given to us in the shape of instruction as the case arose, and meeting and overcoming every difficulty. Here is the true groundwork of military legislation, arising from the actual wants, necessities, weakness, and wickedness of man, and stamped by the long experience of the Great Captain of the nineteenth century. They only require to make them invaluable what the Duke's letter prefixed to the work recommends, but which none save his Grace could give, a short abstract of the cause of each particular order, whether (and in which we go farther than his Grace) entered according to dates or not.

* The General Orders of Field Marshal the Duke of Wellington, K.G. &c., in Portugal, Spain, and France, from 1809 to 1814; and the Low Countries and France, 1815. Compiled alphabetically from the several printed volumes, which were originally issued to the General and Staff Officers commanding regiments in the above campaigns. By Lieut.-Colonel John Gurwood. London, 1832.

Under the same feeling that has dictated our introductory remarks, we are inclined to think an interleaved copy of this book, containing the personal remarks of his Grace would be more useful than any former military memoir or reveries, let them come from whom they may—more certainly important than the military political posthumous works of his fallen and imprisoned antagonist. A development of what may be considered as hasty instructions into a matured military field code could not be thought beneath his Grace's leisure, as he would be borne out by names little inferior to his own, and the benefit would be incalculable, particularly as so few *real* codes (we are not speaking of theories) have come down to us. This must not lead to a supposition that they did not exist; and we account for their loss not less from the ancient verbal mode of promulgation, both in the east and west, by means of a *crier*, than from the scanty regulations having no permanent national armies to record and perpetuate them. Some similar mode of instruction or dissemination of commands was even known in the earliest state of the military art; for though without details (incompatible with the want of discipline and control), certain undeviating principles were ever acknowledged, arising from necessity, and what was commanded was succinct and judicious. The directions given to the Jews, and after, at a distance of 2000 years, copied by the Arab invaders of the same country are exceptions, having come down to us in the Holy Writ of Christian and Mahomedan. These come forth as the immediate mandate,—as the word of God; for though Mahomet and Aboubeker did not boast the divine presence, like Moses in his theocratical camp, still the Koran was considered a direct revelation, and on military matters as a holy *Orderly-Book*, its laws being revealed in chapters, as required by circumstances. The Orders in the Roman army were given out at the tent of the tribunes at watch-setting, and delivered by word of mouth to the *deciones* and *centurions* of the horse and foot legionaries. From the ancients, on important occasions, addressing their men, eloquence became a requisite of no small importance in the general, and the *suggestum* was always raised within the Roman camp, in front of the *prætorium*. Thus harangues were the first “Orders” that spoke to the feelings of the soldier; and, however inspiring from personal argument, could not have been more enthusiastically received than the French imperial written call of remembrance to the sun of Austerlitz, or our own telegraphic signal of “England expects every man to do his duty.”

Oratory became impossible in the middle ages; for the harangues put into the mouths of chiefs by some historians are as fictitious as absurd. How could the Mahomedan troops of the Italian branch of the Swabian family be spoken to by the side of the Calabrese? It was impossible that the heterogeneous materials of the grand companies from every nation in Europe (not forgetting old Hawkwood with his English band), in the fourteenth century, or of the Landsknechts and Swartsreiters of Germany, and the Spanish and Swiss hirelings of the fifteenth and sixteenth centuries, could be addressed in any common dialect. During the earliest of these periods the Capitularies of Charlemagne, confirmed by his successors and the feudal laws, anticipated the enforcement of duty; but on the assembling of an army, a simple code of regulations was proclaimed, and often hung up on a tree or in front

of a tent. Those of Richard I. in 1189, on going to the Holy Land, are in the British Museum, and the punishments include what we now call tarring and feathering. A similar code of ephemeral military laws of several of our kings have also come down to us.

These were probably never enlarged, except under particular circumstances, when, as at the time of Edward III. crossed the Burgundian frontier, an order (proving the modern bane of an English army then to exist) was given to water the heating wines of that province, and which example the Duke of Wellington followed in Spain in relation to the delivery of spirits to the soldier (Aug. 1812.) Their enforcement was the duty of the constable or marshal. After, in the fifteenth and sixteenth centuries, there was a tacit understanding of military law, admitted without dissemination; and the provost*, who scoured the country with a guard of archers, with life and death in his power, often carried the last into effect, without—(as was menaced in the Catholic armies)—confession or preparation of death, and as summarily as Louis XIth.'s hangman in Quentin Durward;—a severity necessary to control the heartless monsters of the fifteenth and sixteenth centuries, who disgraced the military garb, and which is bespoken by the wheel and gibbet being in the foreground of every picture of a camp of that unlicensed period.

All immediate commands were promulgated by sound of the horn or trumpet, and by the drum, when the Spaniards had introduced that instrument of eastern origin. A code of laws was delivered out to new-formed armies all the seventeenth century; and Sir H. Vane's instructions, 1622, from James I., make provision for the enacting ordinances of war for the government of his army. These were called "Articles of War" as early as the commencement of the seventeenth century. The regulations of the Earl of Northumberland, when going against the Scots, and of the Earl of Essex, in Charles I.'s time, are extant. In Louis XIVth.'s wars, the increase of education allowed an extension of what had been formerly confined to the first day of the rendezvous of an army to a daily *ordre du jour*, and the voice of the crier sunk under the pen of the *officier de l'état major*, or the aids of the adjutant-general, as in later times the suggestum has been replaced by the moveable printing press—an introduction of the Duke of Wellington in 1812. This mention of modern times brings us back to our subject, from which we have digressed by the introduction of this hasty historical notice.

These daily instructions to the British army are spread over the whole period from the resignation of Lord Howden to the end of the Waterloo campaign; and any interest they may excite will not be diminished by noticing the fact of their having been first traced by the Duke's own hand—by means (by the bye) of a certain piece of blunt black lead, which no doubt his Grace considered as a pencil, but which so ill-fulfilled its office, that we are acquainted with an officer who well remembers the

* These rights are still acknowledged; and the Duke (226) states that this officer has the power (if necessary) by constant usage in all armies, to punish those he may find in the act of committing breaches of orders and discipline; though it is added, this authority to punish must be limited by the necessity of the case. We believe, though threatened at Badajoz, it was only once carried to the extreme of capital execution without a court-martial; and on the occasion to which we allude (at Leyria) the messenger of death was sent forth, from the urgency of the case, to check plunder, and expressly commanded to make a severe and capital example.

numberless messages on which he has been sent to the "*quartel général*" to ascertain the meaning of what it had intended to inscribe.

How these recollections awaken a remembrance of men of those times, of good men and of happy times, both still dear to those who enjoyed the fleeting past! What early Peninsula soldier needs be reminded of the daily attendance in the saloon of the palace, or in the kitchen of the cottage, for the moment cycloped the "office," filled with those bearing names, so many of which have since been inscribed in England's book of chivalry—Of Londonderry, Pakenham, Aylmer, Waters, Elly, May, Berkeley, Auchmuty, Mellish, Daring, Cook, and Dashwood! With what emotion does one read the first order of the year 1809, dated Lisbon, 27th April, running, "His Majesty has been pleased to appoint Lieut.-General Sir A. Wellesley, K.B., to be Commander of the Forces in Portugal,"—when the cause of Europe was, if not hopeless, at least more than doubtful! Yet how soon the prospect brightened! as is proved by the order of thanks fifteen days after on the passage of the Douro. It is deeply interesting to trace how each succeeding year confirmed the growing conviction of success and victory. The changes of site from Lisbon to Madrid, to St. Jean de Luz, to Toulouse and Paris, mark the leading features of the eventful war. It seems a dream; and yet, the dates of the orders, the journal of the progressive attainment of England's honest policy, bespeak its reality. These are the results given us by history, but fortunately accompanied by one of the causes of success and victory—the regulations for order and discipline, "the soul of armies," and proofs of their enforcement. These records will be advantageous, now and hereafter, to the military world; and the gallant officer who has given them to the public, in thus perpetuating what is useful, like unto him who plants oaks in his generation, deserves the thanks of posterity.

We think Colonel Gurwood has been ill-advised in not placing them in their chronological order, as they lose much of their interest in being ranged under distinct heads, particularly, as the same object might have been obtained by a copious index. Indeed, we think their present form highly objectionable, and that the alteration is either too great from the original character of the Orderly Book, or has not gone far enough for the object in view. One step farther would have completed a most useful work, and which yet remains to be done, by calling in the aid of Sir R. Crauford's Orders, and avoiding all technicalities, placing instruction under distinct heads, "of the column of march," "of the baggage," "for the clothing and comfort of the soldier," "the care of ammunition," &c.*

Each paragraph is numbered, greatly facilitating business and subsequent reference, and which, if we mistake not, was taught the Duke on the plains of Assaye and Argaum: the language is unstudied and of that simple style best suited for addressing a multitude, the gauge of whose powers of comprehension must be considered with reference to the meanest capacity! It is to be regretted that our Mutiny Act is not arranged on those principles, or, if the law requires so many technicalities, that we have not, as in the French army, a simple transcript, free from all superfluties, and only containing the crime and its "*amende*."

* As late as 1760, in the German war, the powder was given out in camp to the troops, who themselves made up the cartridges.

His Grace more often begs and entreats, than directs and commands; though from his character, station, and pen, (or, we beg pardon, rather his piece of black lead,) there was little chance of their not being considered as "orders." The general reader may be disappointed in not finding, in such soul-stirring times, language addressed to the passions; but it never approaches excitement, and his Grace confines his expressions of feeling to thanks after victory. These, by the way, are long at first, perhaps intended as encouragement to young troops, but they became so often entitled to this reward, that it seems to have cloyed both general and soldier; and while the passage of the Douro, in 1809, draws forth long remarks, Vittoria in 1813, and Waterloo in 1815, are passed over, the first in two, and the latter in a single sentence:—

"The Field-Marshal takes this opportunity of returning to the army his thanks for their conduct in the glorious action fought on the 18th instant, and he will not fail to report his sense of their conduct, in the terms which it deserves, to their several sovereigns,"—

—is all (and enough for the troops, who understood their leader,) that was said to an army which had gained a victory producing the greatest results of any in modern history. Thanks were useless, where victory spoke to the soldier his own merits; but if they were wanting, an incidental acknowledgment of service, mixed with, if not implying reproof, in an order of June 1813, far surpasses all formal encomiums,—for the censure turns to praise; and the lightning, while it gilds instead of wounds, reflects back its bright rays on the hurler of the bolt:—

"G. O.

Castroveriz, 11th June, 1813.

"The Commander of the Forces has frequently observed that after an action with the enemy, large numbers of soldiers lose their arms, accoutrements, and necessaries, NOTWITHSTANDING THAT THIS ARMY HAS INVARIABLY REMAINED IN THE POSSESSION OF THE GROUND ON WHICH IT HAS FOUGHT,—whereby the public and the Colonel of the regiment are put to a great expense, and much inconvenience is felt by the service in a case in which the loss ought to be trifling."

A gratifying truth, which can be addressed to no modern army, and as Colonel Gurwood observes, in his preface, is more honourable to its reputation than the classical composition of thanks of the Speaker of the House of Parliament, or the Waterloo medal. But conciseness is predominant on other points besides thanks, bespeaking that sound and clear perception, which so happily at once reaches the pith of a subject, and which is ever strengthened, and if not natural, learned, in a martial profession, where the truth must be discovered, and decision taken, with a rapidity that allows no extraneous matter, no perverting arguments, no human weakness, or dread of responsibility to warp the understanding; and which, through the aids of nature and his peculiar career, we should say, is the Duke's peculiar talent. But we find it difficult to separate the man from his works,—the general from his commands,—and we wish no better sample of his character and mind, than may be deduced from reading them.

They portray the only man who could have *wielded* this army for the salvation of the Peninsula; and we may add, the only man who

may yet save a northern country, nearer home, from ruin. His Grace's just conception of the duty of a sentry, and the respect that charge demands, may be quoted as an example:—"A guard or sentry must be understood, at all times, to be charged with the execution of the orders of a competent authority of the place at which either may be stationed or may be found, and must not be resisted on any account. Guards or sentries may mistake their orders, or may execute them improperly, and in these cases complaints must be made, but on no account must they be resisted."

Discipline is upheld by severity, and promptly administered when necessary; a conjunction the very spirit of military coercion. Those who want to shake it may yet have to regret the sway they will give to military licence, and to learn how difficult it is to re-establish, if once undermined. Unerring punishment, by an avowal of carrying into effect the sentences of courts-martial, whatever they may be, ever hung over the delinquent; and it is pleasing to find, after such a denunciation as that of May 1809,—that he will "report to his Majesty, and send into garrison those corps who shall continue these practices, (plunder,) as he prefers a small, but disciplined and well-ordered body of troops, to a rabble, however numerous," that crime was at last checked, and, in 1811, pardon extended to a man for robbery,—the offence having become "rare." Yet every page teems with mercy; and "*his fervent hope that each sentence he confirms may be the last he shall have to consider,*" is a sentiment worthy of him to whom England trusted her armies. We are not less struck by the just reasoning that makes his Grace come to these lenient conclusions, than amused by the anxiety with which he seeks other causes for pardon, and the taste with which he employs the good conduct of their comrades as an excuse. The right feeling that actuates his Grace in pardoning a man, who, in consequence of "telling the truth to the General Court-Martial, saves his comrades who were, by mistake, charged with the offence, and of which he had been convicted," must be appreciated by all. And yet this is the man who has been so unjustly stamped, by the unthinking and weak, to say nothing of the designing and wicked, as unfeeling! But cant and morbid philanthropy have thrown all real feeling into the background, and good deeds hold no longer comparison with sugared words. Cheap and frothy speeches are received at their full implication, while noble acts (impossible to be often repeated) are soon forgotten. But is this just to the man who could not restrain his feelings, though in command of an army, on the day and field of battle, and at the moment of victory, when the loss of a brother officer was reported to him*, or whose pecuniary relief to an old military friend surpassed liberality to almost prodigality?

It requires no answer; and those who are unwarped by prejudice may be as satisfied with his humane feeling as proud of him, while leading their countrymen to victory. Everything bespeaks the care of those intrusted to his charge; and the detail upon which he enters

* It is remarkable, that in 1706, the Duke of Marlborough, the Wellington of the last century, in a private letter dated Helchin, 16th of August, laments the death or capture of the founder of the family, of whom the first of these gentlemen was so distinguished an ornament. General Cadogan was, however, only taken prisoner, and exchanged against the Baron de Pallavicini, the same evening.

for their welfare, portrays a mind resembling the exquisite structure of the elephant's trunk, at once capable of lifting a seed of millet from the ground, and uprooting the pride of the forest,—of an intelligence that anticipated the most minute details of personal economy of his followers, while it hurled Napoleon from his throne. Their daily bread, the number of their meals, their clothing, their comfort in health and in sickness, are all met by precautions, and attended to with as much anxiety as the arrangements of the columns of march, or the enforcement of the precision and combination of movement of his divisions, leading to a Salamanca or Vittoria. It might be said, however, this was but his duty, if his humanity did not extend to the people of Portugal and Spain; and we now first understand the reason for the lasting and favourable impression left in those countries by our armies. These orders evince how the feelings of the authorities, and of individuals and their prejudices and even superstitions were respected, and how the good personal treatment and protection of property were insured. But this passed from our allies to our enemies across the Pyrenees, and the orders on entering France are dictated with the feeling of a man, of a soldier, and of a statesman:—

“No. 4. The officers and soldiers of the army must recollect that their nations are at war with France solely, because the ruler of the French nation will not allow them to be at peace, and is desirous of forcing them to submit to his yoke; and they must not forget, that the worst of the evils suffered by the enemy, in his profligate invasion of Spain and Portugal, have been occasioned by the irregularities of the soldiers, and their cruelties, authorised and encouraged by their chief, towards the unfortunate and peaceful inhabitants of the country.

“5. To revenge this conduct on the peaceful inhabitants of France would be unmanly, and unworthy of the nations to whom the Commander of the forces now addresses himself, and, at all events, would be the occasion of similar and worse evils to the army at large, than those which the enemy's army have suffered in the Peninsula; and would, eventually, prove highly injurious to the public interests.”

In addition, our natural enemies were called upon to form safeguards against any lawless straggler of our own army. And to these, the pleasing fact of our troops being permitted both in France and in the Peninsula, to change the sword into the sickle, and aid the natives in reaping the harvest, forms an agreeable episode to “War's dread note of preparation.”

The Duke's comments in confirming courts-martial do honour alike to his head and heart; for what sensible or just man will not coincide with sentiments similar to those of his appeal to the army—“and it is neither generous nor manly to take advantage of the good nature of the people, and of their gratitude for the services rendered to them by the army, to insult them.” Can better or more judicious advice be given to a wayward man, than recommending an officer of the army to recollect, “that it is not only no degradation, but it is meritorious, for him that is in the wrong to acknowledge and atone for his error; and that the momentary humiliation, which any man may feel upon making such an acknowledgment is more than recompensed by the subsequent satisfaction which it affords him”?

Two documents we wish were not in this valuable compendium: with respect to the first, "dated Freneda, 23d Nov. 1812," being a circular, we see no cause for its introduction as an "Order;" while the other would tarnish the pages of any book, if the act which called it forth,—the plunder of Badajoz,—was not borne out by the custom, perhaps the necessity of war; and yet we think, in future wars, it should be our duty to take the lead, in a reform, tending towards the sacking of a city taken by storm, becoming as obsolete as the once universal custom of ransom.

We have ventured to give our opinion very freely respecting the great merit of these invaluable Orders, and if its confirmation was required, we should appeal to the state of perfection of the allied army in Portugal, Spain, and France; and which we conscientiously believe, when it crossed the French frontier in 1813, was the most complete of any in ancient or modern history.

The moral feeling was excellent: every officer and man had implicit confidence in their leader,—a feeling, proved every hour before the enemy to be reciprocal: all admired his talent and energy, and respected his decided, firm, and uncompromising character, which they felt would exact from them the most strict discipline, and all that was due to their country and their profession.

The principal characteristic of the Peninsula army was the absence of all idle details, and of the follies termed the pomp and vanity of war—the minds of commander and soldier rising superior to all but what was useful, serviceable, and important to the cause and object in which they were engaged. For six years it had been an object to diminish all superfluities short of the most liberal allowances for what was requisite, and the balance was so nicely struck, that a carriage the more to a general officer, or a mule-load of ammunition the less, would have disturbed the steelyard.

It may be compared to a racer of the highest blood in the best condition, all bone and sinew, fit for the most severe course, acknowledging without coercion the bit, and alone anxious for the command to exert his speed, with certainty of success. We doubt if ever future times can, from circumstances, "look on its like again;" and though we cannot, in pity to our fellow-countrymen, go so far as one of our friends, as to lament the Peace on account of the army's dissolution, yet, as a soldier, one may be allowed—one cannot help regretting—that its excellence should have militated against its own duration.

We must not close our comments, without thanking Colonel Gurwood for the real service he has done the army, and to congratulate him on his name going down to posterity with so useful a compilation, coupled as it must be with the recollection of the reward of his own successful enterprise, in receiving the sword of the governor after heading the "*forlorn hope*" at Ciudad Rodrigo. And with reference to this sword, we would yet recommend him further to join his name with that of his commander, who so handsomely returned him the proffered prize, by following the example of a gallant French friend of ours, (who possesses a similar weapon, once belonging to Napoleon, and which was after presented to him by Rapp, when serving as his aide-de-camp,) by inscribing on the hilt the names of Barrié, Wellington, and Gurwood:

WAR OF THE TURKS AND EGYPTIANS.

It is reported, that the Porte is about to request the interposition of England, to save it from the imminent peril with which its very existence seems to be threatened by the rebellion of the Viceroy of Egypt. Whether or not the pride of the Sultan has stooped to so humiliating a confession of inferiority to one of his own Pashas, it is certain, that he may find a more ominous indication of the fall of his power, in the dismemberment of the Ottoman empire,—in which Mehemet Ali has already partially succeeded, and which, unless obstructed by foreign interference, he is manifestly able to complete,—than in the presence of a Russian general in Adrianople, dictating to the Porte, as in 1829, terms of capitulation.

Indeed, we never went to the full extent of the apprehensions, entertained by some, that the passage of the Balkan by a Russian force would involve, as a necessary consequence, the establishment of the Czar's supremacy in Constantinople: nor are we of the opinion of those who ascribed it wholly to the moderation of Nicholas, that the hostile march of his troops stopped short at Adrianople. Even had General Diebitsch been equal to the desperate conflict which awaited him in the event of an attack on the imperial city, the question remains, how long could he have held it, after having once gained possession of it? Would the Russians still have been left in sufficient force, both to maintain their position in the metropolis, and secure their lines of communication? Is it not known that, had the enemy's troops in the rear rallied, they were strong enough to have attacked and overpowered the advanced Russian army? At least, nothing would have been easier for the Turks, in a country so favourable to the guerilla warfare, in which they excel, and so abundant in natural obstacles to hostile invasion or occupation, than to have entirely cut off the Russian general from all further supplies and reinforcements. It was most fortunate for Diebitsch, that his bold and hazardous movement, threatening the capital itself, struck such a seasonable terror into the heart of the Sultan, as inclined him to peace on almost any terms. Had time been left for the Turks to recover from the surprise and alarm occasioned by the rapid advance of the invaders, the Russians would, in all probability, have paid dearly for their temerity.

The difficulties which obstructed the progress of the Russian arms in Turkey in 1828 and 1829 did not arise from any direct opposition which the Ottoman government gave or could give. The operations of the Porte throughout the war betrayed a deficiency of resources—a want of the elements of both physical and moral strength,—far from being anticipated in a power which, if no longer seated on the eminence it had attained in the days of Solymán the Magnificent, was however still possessed of extensive jurisdiction, both in Europe, in Asia, and in Africa. But the obstacles which Russia had to contend with arose chiefly from the remoteness of the seat of war. The expense and the various difficulties attendant on the maintenance of a large army at a great distance from those parts of her dominions where her resources are concentrated, and from which supplies could be sent only by a tedious land-communi-

cation, were already, before the termination of the contest, beginning to overburden her strength, and a continuance of hostilities for a much longer period would have reduced Russia almost to a state of exhaustion. In the latter event, had the Turks merely confined themselves to a desultory kind of warfare—had they, in this way only, co-operated with the advantages left within their reach by the peculiar nature of their country, and the circumstances of the enemy's position, Nicholas might have been taught, but accompanied by a severer castigation, a lesson of the same kind as the experience of Peter the Great had supplied above a century before, when the fate of himself and his army was left entirely at the mercy of a grand vizier.

A combined view of the two campaigns of 1828 and 1829 illustrates all we have said as to the limited capabilities of Russia in regard to ultimate success in the invasion of a distant country. The first was so decidedly unsuccessful,—so far disappointed the expectations of those, who had looked to the gigantic and seemingly formidable preparations of the Czar,—that the most exaggerated notions began to prevail, of the power which the Ottoman government could exert, when once driven to its last efforts. The failure of the campaign of 1828 was in fact attributed to the determined and able opposition by which the Porte had baffled and defeated the designs of the invader; and people, who had once beheld, in the still increasing power of Russia, matter of fearful apprehension, were wonderfully relieved at the supposed discovery of a formidable barrier, that now appeared perfectly sufficient to stem the full tide of Russian invasion. But the following year rapidly dissipated those delusions. The utter imbecility of the Ottoman government, as exhibited throughout the course of the second campaign,—the ignorance and want of energy which characterized all its measures of defence—its neglect of opportunities which ordinary care and prudence might have converted into the means of the enemy's destruction,—and, in a word, its total inability to turn to any account the advantages which circumstances, natural or accidental, placed at its disposal,—all concurred to produce an universal conviction, that such a government could have been, to no great extent, the cause of the ill success which Russia had experienced in the previous year. It became manifest that the exertions of the Autocrat had signally failed in 1828, not because of the ability and energy of the Porte, but simply because the vast resources of his extensive empire could not, without the utmost difficulty, be put in motion, combined, and brought to bear with effect on a point of attack, so distant from the centre of his power. As we obtained, then, by the campaign of 1829, a true insight into the intrinsic feebleness of that image of power, which, with one foot in Europe, and another in Asia, has so long appeared in men's imaginations, like some mighty Colossus, challenging admiration for its elevation and strength, so a combined view of both campaigns should be sufficient to undeceive those who have been in the habit of forming an exaggerated estimate of the power and resources of the Russian empire.

A government, holding in subjection a population of sixty millions, with a territory which could support perhaps five times that number, and possesses also, in abundance, the natural sources of commercial and naval power, enjoys, it is clear, too large a portion of the elements of political

strength, not to excite the solicitude of other states, even the most powerful. But, withal, the ability of Russia consists rather in the amplitude of her means of defence, than in her capacity for hostile operations in a foreign and distant country. The Autocrat, with thirty-five millions of subjects, firmly attached to his government, as the Muscovites are, by the bond of religion as well as the force of habit, would have scarcely any limits to the extent of his means for resisting foreign invasion. Napoleon's grand Russian campaign gave the "northern giant" the first great opportunity of displaying the amount of his resources. Still years must pass away before Russia can become a power dangerous to the independence of any states, but what come into immediate contact with herself, and are already tottering from internal debility. Of the countries which she has subjugated, many are still but imperfectly incorporated with the empire, and prudence would suggest the propriety of consolidating her present dominions, before attempting to make further acquisitions.

European Turkey, to which the longings of Russian ambition are said to have been directed ever since the days of Catharine, would seem, at first view, a conquest of no great difficulty to a power, whose permanent military establishment is 800,000 men. But our opinion may, perhaps, change when we consider, even granting the whole of this force to be effective, over how large a portion of the surface of the globe it is diffused; how necessary is its diffusion over the whole extent of the empire for the stability of the Czar's authority; and, independent of financial considerations, how great and numerous would be the difficulties of concentrating, in the provinces south of the Danube, a sufficient number of these troops for the establishment of Russian dominion. In the campaign of 1828, Russia could never muster more than 30,000 disposable men as *une armée d'opérations*. With treble this amount—we do not ask could she overturn the present wretched and imbecile government, which still assumes to itself the guardianship of the Bosphorus, but—could she fix herself in secure possession of a country, in which would be found a warlike population of two millions, banded together by an inveterate and fierce fanaticism, and urged on to resistance by the lasting hatred of wounded pride?

The successive encroachments on the dominions of the Porte by Russia, and the territorial acquisitions of both Catharine and her successors on that side, prove undoubtedly that the Ottoman emperor has long ceased to be a match to his northern antagonist. Yet to us the subject of wonder is, not that the various wars which were severally concluded at Kainardghi, at Jassy, at Bucharest, and finally at Adrianople, were all in their issue advantageous to Russia, but that the successes of this power have not been more decisive, and that those which she has obtained have cost her so much preparation, time, and exertion. The real ground for surprise is, that the Sultan, who has so often been forced to acknowledge his inferiority to Pashas of his empire,—individuals who owed all their strength and influence to their own exertions in situations in which he had placed them,—should have so long maintained his ground against his powerful rival, who has, for the last seventy years, been straining every nerve to obtain the mastery.

Towards the close of the last century, Paswan Oglou, Pasha of Widdin, successfully withstood the whole force which the Ottoman government could bring against him, marched his troops to the very gates of Constantinople, and reduced his imperial master to as abject a submission as the Russian General did the present Sultan in 1829. The feeble and ineffectual power of the Porte, as compared with that of one of its viceroys, was again glaringly exhibited in the course of the Greek insurrection. For four years it struggled in vain to re-establish its authority over the insurgents. The Greeks had, in two campaigns, baffled and repelled the whole military and naval power which the Sultan could apply to the suppression of the rebellion. But the achievement which had been found to require an exertion of strength too great for the resources of the Ottoman government, was discovered to be a matter of easy accomplishment to the Pasha of Egypt. From the moment of Ibrahim Pasha's landing in the Morea, the fortune of the Greeks changed; and in a series of terrible reverses they had bitter proof of the mightier enemy that had now entered the lists against them. It was only by the active interference of the three powers, parties to the treaty of London, of July 1827, that Greece was saved from again falling under the Mohammedan yoke.

Granting, however, that the want of concentration in her means must take away from the force of the impression which Russia attempts to produce at a distance from the seat of her power, still she must, ere this, have accomplished the subversion of a political structure, so feeble that the hands of a rebellious Pasha seem sufficient to bring it to the ground, while the interposition of some faithful adherent is necessary to support it, had not some barrier been interposed to save the tottering fabric from utter ruin. What, then, has enabled the Ottoman power to withstand so long the attacks of the empire of the north?—The fanaticism and pride of the Turkish character. Of all Mohammedans, the Turks are the most bigoted and intolerant,—have the highest opinion of the excellence of their own religion, and the greatest contempt for the professors of every other. They arrogate to themselves also no little importance from their connexion with the family of Osman, the founder of their nation, and still proudly associate themselves with the glories with which the name of Osmanli was invested by the abilities and energies of their earlier Sultans. It was this religious fanaticism and this national pride in the people, which, in the case of foreign invasion, compensated in a great degree for the incompetency and imbecility of the government; and never, till the present Sultan had, by his innovating policy, weakened the force of those feelings, or at least deprived himself of their co-operation, could a Russian army boast of having forced its way over the passes of the Balkan. It is simply because the many repulses which Russia has met with, in her oft-repeated efforts to extend her conquests to the shores of the Mediterranean, are to be ascribed, not to the abilities or the exertions of sultans or their ministers, but to causes which would continue to operate were the Ottoman government no longer in existence;—it is for this reason we feel assured that, even after the triumphant march of a Russian army into the capital of the Ottoman empire, the struggle would be yet to begin which was to decide the destinies of European Turkey.

The parting advice of the Dey of Algiers to the French was—"Get rid as soon as possible of the Turkish Janissaries. Accustomed to command as masters, they will never consent to live in order and subjection." But though the reason of the advice holds equally good with regard to the Osmanlis of Europe as of Barbary, the advice itself would be by no means so practicable in the case of the former as of the others. We imagine it would overtask the whole power of Russia herself, even if in possession of Constantinople, to get rid of the Mussulman population of European Turkey. It would be no easy matter to force two millions of Turks from the seats they have so long occupied in Europe. Should they remain, would they peacefully submit to the usurped authority of *Giaours* in those very countries where they have for ages maintained the character and assumed the port of lords and masters? All we know of their stern fanaticism and obstinate pride forbids such a supposition; and their numbers, their familiarity with the use of arms, their knowledge of a country so well fitted for the desultory warfare which is habitual to them, and above all, the indissoluble bond of their religion, would form the materials of a rebellion which Russia would vainly attempt to crush or control.

The little chance of success to any attempt of Russia to secure to herself a seat on the Bosphorus, seems to us the result of just calculation, when we compute the magnitude of the resistance she must encounter, and the comparative paucity of the means she could apply to the accomplishment of such an object, at least within any period of time that should influence the views of politicians in the present day. A reference to the determined stand which Turkey has so frequently, within the last seventy years, opposed to Russian encroachment on the banks of the Danube, justifies our conclusion; for in general the Porte was left to fight its battles alone, and Russia had no other opposition to surmount but what was offered by the Osmanlis themselves. But when we take into account the obstacles which other powers might throw in the way of the gratification of the ambition of the northern empire;—when we estimate the influence which Austria, from her proximity and her concentration of power, could exert on the fortunes of Turkey, and the extent to which England could carry her interference by naval operations, directed either against the capital itself, or any part of the long line of coast bordering the provinces of Bulgaria and Roumelia, we confess, we can find little reason for that alarm with which every announcement of the march of a Russian army towards the Danube has filled the minds of some political prophets among us for above half a century.

A mighty moral change, therefore, must be wrought in the Turks before they will consent to descend from the position they have so long maintained in Europe, so far at least as to acknowledge the supremacy of any Christian prince; and Russia, even supposing the future course of events to operate most favourably for the stability of her power, will have long to wait before she can have the ability to completely surmount the obstacles which the characteristic qualities of the Turkish character must oppose to every effort of hers to extend her long arms to the Bosphorus. Some great political revolution must also have produced a material alteration in the present relations of the great European powers, before any one can succeed in appropriating, despite the interference of

the others, a possession of such importance as the Turkish provinces in Europe. But though these considerations might induce us to think the day still distant when the Ottoman power shall descend from the pedestal on which it even now proudly stands, there is no probability that the Turkish empire will hold together till these moral and political changes have happened, which we have supposed a necessary prelude to its fall through the instrumentality of any external force. Long before any injury from abroad can have the effect of destroying the vital principle which still keeps alive this singular political system, its dissolution may have been brought about by the violence of its internal disorders. Indeed, if we be guided by the analogy of past experience, we must conclude that the Ottoman empire is destined to find within itself, and in its own bosom, the immediate and direct instruments of its ruin.

It is remarkable that the Porte, even in the very seasons when it could present a firm and formidable front to the assaults of the most powerful adversaries from without, has frequently been near to falling a victim to the shocks it has received from internal, but otherwise feeble causes. Towards the close of the last century, Turkey summoned forth an energy that for three years appeared almost a match for the united strength of Russia and Austria; and yet about the same period was she brought to the verge of destruction by two rebellions, each headed by an individual who had raised himself from obscurity and insignificance. Czerni George, the Servian rebel, and the Pasha of Widdin, each maintained his ground against the utmost efforts of the Porte, and only on its acceptance of his terms did each of these chiefs consent to lay down his arms. But never at any period of Ottoman history, did rebellion assume so fearful an aspect to the eyes of a Sultan as now, that Mehemet Ali, the experienced warrior and the practised politician, has unfurled the standard of defiance to Mahmoud.

It is certain that the Pasha of Egypt has not allowed the feelings of an ill-judging and precipitate resentment to hurry him into a contest for which he was unprepared. He has long known himself to be the object of the envy and jealousy with which an Ottoman emperor generally views the superior talents and eminent services of a subject. The ability he displayed in overthrowing the power of the Mamelukes, and establishing Turkish authority in Egypt, had already marked him out in the eyes of the Porte, as one in whom it would be no longer safe to repose confidence, and who ought, therefore, on the first favourable opportunity, to be quietly consigned to his fate by the bow-string. The Sultan has on various occasions betrayed his most anxious desire to have so desirable an event accomplished; and in 1813, at the very time when he was employing the military talents of Mehemet Ali against the Wahabees in Arabia, he despatched a person to Cairo to supersede him in his government. The fidelity of one of his ministers saved Mehemet Ali from the ruin which had been plotted against him. The Pasha, however, still continued, outwardly at least, the faithful servant of Mahmoud, and carried on the war with success against the Arabian heretics. In the end, Abdalla Saoud, the leader of the rebellious sect, was taken prisoner, and sent to Constantinople, where he lost his head. But it is probable that a knowledge of the real state of the Sultan's feelings towards him was a principal reason with Mehemet Ali for the endeavour to establish his power on a firmer basis, and that to this

source might be traced his first attempt in 1815 to make his troops acquainted with European tactics. He was, however, compelled to defer the execution of his intentions by a mutiny of the soldiers, who refused to submit to any change in the system to which they had been accustomed.

Several years afterwards he found an opportunity of carrying into effect his favourite idea. Having freed himself from the presence of his old troops, whom he despatched on various expeditions, and having thus removed the bitterest foes of innovation out of the way, he commenced the work of military reform with earnestness and determination. He availed himself of the assistance of the most skilful French and Italian officers he could get, and made use of all the information they possessed, on every point of their profession. His exertions were unremitting, and eminently successful. Towards the close of the year 1824, he was able to despatch a powerful army for the Morea, well-appointed, and supplied with every necessary equipment in the European style. Our readers are aware of the complete success of this expedition. Greece, which had actually destroyed the whole power which the Sultan could bring into the field, and nearly achieved its perfect independence, rapidly lost, one after another, the advantages she had gained, and soon saw Ibrahim Pasha uncontrolled master of the Morea.

Mehemet Ali had not, however, devoted his whole attention to military reforms. He had laboured with the greatest assiduity for the acquisition of naval power also; and by the adoption of European improvements in every branch of marine service, had succeeded in constructing a navy of considerable strength. He was not, it is true, so fortunate in the first grand trial of his naval, as of his military ability: for the value of his reforms in the marine was first brought to the test in the bay of Navarino. But in this battle, when we consider who his enemies were, the destruction of his fleet is not a proof that his efforts to form a navy had been ineffectual; nor did it at all discourage him from following up his plans for strengthening his government by the accession of maritime power.

Since the period when Mehemet Ali was compelled to relinquish all interference in the affairs of Greece, while he has omitted no opportunity of augmenting and consolidating his military and naval strength, he has at the same time so far increased the resources of his government, as to provide amply for the permanent support of the new institutions. Under his rule Egypt has become a country of both commercial and agricultural importance, and realized many of the other advantages of improved civilization. Colleges and schools have been established for the cultivation of science and literature; and the increase of knowledge has already produced its effect in softening down and liberalizing the severe intolerance of Mohammedanism. The Pasha's monopoly of a great part of the commerce and agriculture of his dominions is, indeed, with justice, much exclaimed against; but it should be said, in his favour, that the wealth acquired by him in this way goes directly to the public service, and so far diminishes the amount of necessary taxation.

Mehemet Ali has thus established the edifice of his power on a new and solid foundation; and, in the natural course of events, each day should add to its strength. But even its connexion with the Ottoman

empire promises to be for its advantage. Being now the only strong part of a fabric, which is fast crumbling to pieces elsewhere, it may receive continual accessions in the fragments, easily detached from the decayed portion of the structure. Before the commencement of the present war between the Sultan and his powerful Viceroy, which has already given the whole of Syria to the latter, besides Egypt, were recognized as under the jurisdiction of Mehemet Ali, Nubia and the whole country southward to Abyssinia, the island of Candia, and a considerable portion of Arabia. With regard to Cyprus, to which his ambitious views are probably now directed, he would have little difficulty in making an acquisition of that island. It appears that he despises the strength of the Ottoman government as much by sea as by land; and that his fleet has been long in chase of the Sultan's, which evidently shows its reluctance for the engagement. The Turkish sailors, naturally enough, consider themselves as unequal a match for the Egyptian, as the armies of the Porte have been proved to be for the land-forces of the Pasha.

We will not now inquire how it has happened that, while the innovations of Mehemet Ali have afforded him a firmer foundation for the reconstruction of his power, the only effect of those of Mahmoud has been to undermine the strength of the old system, without supplying any sure ground wherewith to rear a new one. One cause of the wide difference in point of success between the efforts of the two great Mohammedan reformers, may certainly be found in the great disparity of their characters. The Sultan is far below the Pasha in talent and energy. He has, however, had more formidable obstacles to contend with; and perhaps even Mehemet Ali's plans of reform might have failed, had they been brought into collision with the interests and the prejudices of such a well-combined, influential, and powerful corporation as that of the Ulemas.

MARITIME SPECULATIONS.

No. 2.

PATRONAGE AND PREMIUM PROMOTIONS.

" — 'Tis the curse of service,
Preferment goes by letter and affection."—*Shakspeare*.

THE progressive ameliorations wrought in the laws and institutions of the British empire from the termination of the dark ages till the commencement of the great civil wars, were chiefly directed to a more just and equitable administration of statutes and enactments relating to life, property, and personal freedom; civil and religious liberty was still unknown; and the people viewed the unjust rights and injurious privileges with which the Norman and other Gothic conquerors had invested the crown, the church, and the nobility, with that passive dislike which had not yet amounted to actual detestation. Even the warmest encomiasts of their country's glory make little mention of her civil liberties prior to the accession of James the First. Look to the magnificent panegyric in

"Richard the Second:" we there read of "this royal throne of kings," "this sceptred isle"—"this earth of majesty"—"this seat of Mars," &c. but not one word of our civil constitution—an omission which cannot be supposed to have taken place in any author who wrote since the Restoration—at least since the revolution of 1688. It is to the wars of the English Commonwealth that Britain is indebted for her civil liberties and her system of religious toleration; and although many of the liberal and beneficent enactments acquired by those wars, were afterwards abrogated or resumed by Charles the Second on his restoration—still the nation clung to them with a tenacity of purpose which secured their re-enactment when William, of glorious memory, arrived (as the liturgy hath it) "to deliver our church and nation from Popish tyranny and absolute power."

The progress of mind in modern times has been followed by further amelioration in the spirit and administration of our laws, and a corresponding extension of our civil and religious privileges; and whether these improvements have been obtained by the constitutional resistance of public opinion, or wrought by the peaceful concession of our rulers themselves, they invariably bear the stamp of enlightened sentiment, and exhibit a spirit of generous humanity, which appeals to the understanding, and endeavours to rule by the collision of intellect more than the strife of brute force and violence.

While the people of Great Britain have thus been gradually emancipating themselves from some of the oppressive privileges which their barbarous conquerors had imposed upon them, there are others in which they have only struggled to obtain a share, and which, of course, have gone on to flourish in Gothic vigour. "Patronage," the time-honoured subject of our present speculation, has long occupied a most distinguished place in this list; and while cruel enactments have been erased from the statute-book, and feudal barbarisms have been discarded from our representative system, and a pure and more tolerant system has been breathed into our religious institutions, the laws affecting patronage have not yet been set in unison with the advanced state of opinion—giving to privilege what ought to be left open to the competition of merit, they still remind us of the unjust and injurious bondage which the German tribes, who settled upon the ruins of the Western Empire, enforced upon the original natives of the soil. "Other conquerors have wrought to identify themselves with the natives they subdued, but the Gothic race, by the oppressive privileges with which they distinguished themselves from the mass of the people, perpetuates through a length of ages the remembrance of their foreign origin and their usurped authority."

To trace the Gothic origin of patronage through all those institutions in which it is made subservient to self, or family, or party aggrandizement, would far exceed our limits; a perfect specimen of its feudal workings may be seen, however, in the whole system of our naval promotions; and the First Lord of the Admiralty, surrounded by his friends and political supporters, may not unjustly be compared to the *de facto* monarch of some disputed succession, during that singular mixture of freedom and servitude, force, fraud, and absurdity, which has acquired for itself the high-sounding title of the age of

chivalry. The ancient barons are now shadowed forth by those individuals of high political rank or talent; "friends to the ground and liegemen to the Dane," through whose influence this modern Bruce or Baliol has been called to the throne, and who, like the grand feudatories of yore, insist on having a full share of the good things in the gift of that same greatness which their own hands have helped to make so portly; and while these grandees of court revolve around the greater light, they each, as in feudal times, form the centre of a small political system, over which they preside no longer, consisting, it is true, of a host of idle marauders, living, save in seasons of actual warfare, upon the bounty of their lords, and recompensing their liberality by deeds of bloodshed and revenge. New tastes and interests are to be gratified and attended to, while the old machinery has merely been modified and adapted to present circumstances.

This spirit of modern patronage has transmuted the haughty barons into political agents, and the kerns, villeins, and gallowglasses into sober, time-serving citizens. The former, bound to their chief by political, rather than by the heart-stirring sympathy of battle service; and the latter congealed to their leader by the ice of self-interest, as frost is known to bind all manner of things, stones, sticks, or rubbish, into one heterogeneous mass;—and though there, no doubt, may have been men of so noble a nature, who, in the distribution of the patronage with which they were intrusted, had no other object in view than the service of their country, yet such disinterested patriotism must have chiefly existed in a less corrupt age than the present. It is not of men, however, but of measures that we complain—for be it remembered, that the highest and most influential officers of the British Crown are notoriously underpaid in money, and that in most cases patronage is substituted for salary, and, by consequence, becomes honourably available as a provision to the families of those who undergo the toils and mortifications of office *sans* adequate pecuniary remuneration.

Public attention has lately been directed to this important subject, and, as was observed in a former speculation, those sentiments and feelings, connected with patronage, and fostered by the exclusive nature of its private or official appropriation, which have long been afloat in the minds of "the United Service people," seem at length to have taken a loftier flight, a more extended range: this will probably lead to important changes in various departments; but while patronage continues to be substituted for salary, most individuals will be desirous, in some shape or other, to find their own interest in the service of their country; and so long as no part or portion of patronage is reserved and set aside as the inalienable reward of superior professional excellence, men in power will continue to mix patriotism with self, or family, or party aggrandisement, and take the means by which such objects may most easily be obtained.

While we see political changes keeping pace with the advance of intelligence in some departments of the state, and conclude that systems must presently give way to opinions in others, can we suppose that the Navy—that strong arm of our power—is to remain a sanctuary for the usages of remote and barbarous periods, or that the interests of

the few are still to be opposed to the hopes of the many in that department alone. We shall, no doubt, be told that the naval system works well in war; and, of course, can require no alteration, particularly during the same mediocrity of settled times; but the system did not work well during war—and to show that the navy was not in that state of power and efficiency at the close, that it certainly was at the commencement of that protracted struggle, let us look to the eight frigate actions with which the naval part of the contest was wound up, and though all were well fought, four terminated in drawn battles. During the war, a zealous and enterprising officer could generally force himself a-head; at present there is no premium offered for zeal and enterprise. By a late regulation, moreover, promotions are confined to one vacancy in three; how is it possible, then, that the First Lord of the Admiralty can act as the protecting head of the profession, when he will require the whole of his patronage to advance his immediate friends, or to gratify his political supporters, unless we can suppose that the importunity of the modern demagogue will be found less urgent than the hunger-bitten rapacity of the ancient boroughmonger proved to be. Nor do we consider the present time as particularly settled, or the storm which at this moment threatens Europe a mere passing cloud, while we see many surrounding nations on the very brink of revolution; some actually engaged in it—and others getting more and more deeply involved in one of those great catastrophes which change the fortunes of mankind.

Britain has, no doubt, trimmed the ark of her political constitution, yet she has neglected to adapt the warlike elements of her strength to meet the exigencies of the approaching breeze; nor has she made those most necessary arrangements which shall open up a full career to talent of every kind, and make professional excellence a certain road to success in every department of her military or naval services. This can alone be done by the establishment of premium promotions; by a law which shall appropriate a certain portion of promotions and appointments as the sure, the speedy, and the inalienable reward of superior valour, or of professional talent and intelligence. An arrangement of this kind would give an immediate impulse to exertion in the navy; and though there are some individuals of high political influence there, whom nature never intended for the front ranks of that, or any other profession, still we rejoice to say, that there are others, "the children of privilege," whose high birth is avouched by a corresponding elevation of soul and of sentiment; who would exult in an opportunity of measuring themselves with their unpatronized brethren, of meeting them on the fair field of professional excellence; and if successful, could anything be more gratifying to the generous scion of nobility, than thus to achieve his advancement by dint of application, talent, and zeal, rather than by the favour of his superiors: while the man, on the other hand, whom fortune had forgotten to honour, but on whom nature had bestowed the proud aristocracy of talent, would, by an arrangement which gives full scope to the predominating influence of a superior mind, be brought forward in the service of his country, long before the vigour of manhood had given way to the darkness of age.

" 'Tis honourable (says Calcott) to support the glory of one's ances-

tors, by actions which correspond with their reputation: and 'tis also glorious to leave a title to one's descendants which is not borrowed from our predecessors; to become the head and author of our own nobility, and (to use the expression of Tiberius) to be born of one's self."

Much has lately been said in favour of medals and other badges of distinction: we would rather see premium promotions awarded for service merit: strings, ribands, &c. appear (to us at least) somewhat foreign and unphilosophical; besides, from the liberal and indiscriminating manner in which such rewards are usually bestowed, they would no doubt lose their lustre in the course of one short month. We grant, as a moral institution, and under proper regulations, (such as Napoleon introduced in the French army,) they might seem to give an impulse to gallantry and devotedness amongst the scamen. An officer, on the other hand, should aim "to be remembered, in his line, with his land's language;" decorations yield no posthumous fame, self-wrought promotion may; and accession of rank is the only means by which he can possibly be enabled to perform important deeds or apply important principles in the service of his country. We no doubt may be wrong, still we consider decorations, *apart from preferment*, (so far as the officers are concerned,) as mere "springes to catch wood-cocks" gratifying to a vain, rather than an ambitious man; suited, in short, to the genius of Murat more than to that of Napoleon Buonaparte.

"Of patronage it has been said, that nothing would be more for the public service, than the general adoption of an opinion that it is an infamous breach of trust in a public man to monopolize in his own family any great share of public patronage:" so long, however, as patronage continues to be substituted for salary, it will be monopolized in families; and so long as no part of it is set aside as an incentive to meritorious exercise, it will be used for party purposes (its least hurtful application). Still we see no good reason why private patronage should continue to exist in the navy; the officers of the British fleet are notoriously better paid than those of any other fleet in Europe. We humbly conceive, therefore, that the death and even court-martial vacancies, occurring on foreign stations, would be better and more beneficially applied in rewarding merit than in gratifying the friends and followers of the commander-in-chief. In civil matters, family or private patronage always destroys the cordial union of party; inflicts direct injustice on the several professions, and creates a grievous want of sympathy in men in office towards the humble servant of the public. In the navy on foreign stations, it gives birth to a grasping spirit, unjust and ungenerous to the service, a spirit which we leave those who have seen and those who have suffered from it to describe.

N. C.

A VISIT TO THE FALKLAND ISLANDS.

[The dispute respecting these Islands, between the United States and Buenos Ayres, having brought them into immediate notice, the following account of them, from the notes of a recent visiter, will, doubtless, be interesting to our readers.]

THE Falkland Islands, situated between latitude 51 and 52 S., and longitude 58 and 61½ W., are about ninety leagues from the coast of Patagonia; they are said to have been discovered by Americus Vesputius, in 1502. Beauchene Gouin anchored on the eastern shore, in 1770. A low island a little farther south bears this navigator's name.

The first settlement ever formed here took place in 1763, by the French, under De Bougainville, an experienced navigator. It appears that he arrived there on the 3d of February in that year, taking with him as colonists, nineteen men, five women, and three children.

After remaining about fourteen months on the island, De Bougainville sailed for France; but returned to the island in January 1765, and was much pleased at finding the colony well and contented.

In the latter end of 1764, the Spanish government having their jealousy roused at the idea of any other nation possessing a country so nearly adjacent to their own South American possessions, sent to the French government a demand for the immediate surrender of the islands to their forces. This demand was acceded to, and De Bougainville, by their order, abandoned these lands to the above claimants on the 27th of April, 1765, having had possession of them rather better than two years. The French, it is supposed, were settled during the whole of the time at Port Louis, the place of the present settlement; and when De Bougainville left, it is probable that he took away the French colonists with him.

In the year 1765, Commodore Byron touched at the western of these islands, and in the following year the English government formed a settlement at Port Egmont, on the northern coast of the west Falkland.

The Spaniards dispossessed the English, and settled at Port Louis, in or about the year 1766, and remained there about eleven years.

Of the proceedings of the Spaniards whilst there, little or nothing is known, except what appears from the remains of their buildings, and their excavations of peat, for domestic uses, no wood growing on the islands. Who their governor was, and whether, on leaving the colony, any account was published in Spain of their proceedings I do not know, but it would be interesting to discover if any such document exists.

Since their abandonment by the Spaniards, these islands remained unoccupied until the year 1825, when Don Louis Vernet, a German by birth, resident in America from his youth upwards, was induced to visit and inspect them with a view of settling on them. Having matured his plans, he returned, and made application to the neighbouring republic of Buenos Ayres (who then claimed their possession) for a grant of them to him. It appears that certain military officers in the Buenos Ayres army, relations of Don Vernet by marriage, having claims on

that government for services in the late wars, agreed to receive from him certain sums of money, cancelling in part the debt due by the government of Buenos Ayres to them; the said government in consideration of such sums paid by Don Vernet to these officers, made over to him the eastern Falkland Island, as his property for ever, with entire and sole right to all its soil, cattle, horses, hogs, fisheries, &c. &c., as also the adjacent island of Staten Land, likewise his property for ever; for the supplying wood to the first-named island, and either he or his brother immediately formed a settlement on the eastern Falkland.

Lieutenant Langdon, R. N., on his voyage in 1827, from Van Diemen's Land to England, being becalmed for five weeks off Cape Horn, and having only one cask of water left on board, put into Berkeley Sound, and anchored about two miles up; watered easily, and procured some fine beef at twopence per pound, from Don Vernet's brother (then there), who sent it down in a whale-boat from the settlement, and with it a letter warning that officer not to kill any of the cattle or wild pigs.

On the 22d of October, 1831, the 'Thomas Lawrie,' Captain Langdon, made the land of Malвина (the French name of the eastern Falkland island). The day was very foggy, with heavy rain, and after anxiously beating up the eastern coast all the morning, it was with feelings of great satisfaction to all on board, that about four p.m. the vessel safely entered Berkeley Sound; the mist and rain clearing off at the moment, exposed to view, at about half a mile's distance, on either side, a succession of hills, partially covered with grass to the summits. Proceeding about four miles up the Sound, the anchor was dropped within a stone's throw of the shore to larboard. In about two hours a whale-boat manned with six hands was observed pulling towards the ship from the bottom of the Sound; and on its arrival we were informed of the situation of the settlement.

On the following morning early, the writer (a passenger in the *Lawrie*) returned with the whale-boat, and found the settlement securely situated along the edges of a small bay, which has a narrow entrance into it out of the Sound; this entrance in the time of the Spaniards was commanded by two forts, both now lying in ruins; the only use made of one being to confine the wild cattle in its circular wall, when newly brought in from the interior. Having landed, I immediately paid a visit to the governor, Don Vernet, who received me with much cordiality. His features are prepossessing, and his address gentlemanly and pleasing. He possesses much information, and speaks fluently several languages. The house is long and low, of one story, and has very thick walls of stone. In the sitting-room I found a good library of Spanish, German, and English works. Having, at his request, sent an invitation to Captain Langdon and his family to come and remain on shore, they accordingly arrived about sunset. A lively conversation passed at dinner; the party consisting of Don Vernet and his lady, Captain Langdon and his family, a Captain Brisbane, and two American gentlemen belonging to a sailing schooner detained at the island by Don Vernet; in the evening we had music and dancing. In the room was one of Stodart's pianofortes, and Donna Vernet, a Spanish lady, favoured us with some excellent singing—it sounding

not a little strange to listen to "Di Tanti Palpiti," &c., well executed, at the Falkland Isles, where we had only expected to find a few fishermen.

On the following day I was conducted round the settlement, and shown the "lions." The buildings (except some dry grass huts) were all originally constructed by the Spaniards; they are remarkable for their extremely thick walls (of stone), some being three feet in solidity. They are very straggling, covering a space of half a mile in length, and a quarter of a mile in breadth.

There are the remains of a building, formerly used as a cathedral (now uninhabited and in ruins), a hospital, a general store warehouse, a large oven (in which at present resides a family of five people), a parade-ground, trenches, several small forts, and the remains of a very thick, straight, stone bridge, lying quite in ruins, in the erection of which, report said, the Spaniards expended twenty-five thousand dollars, the stream which it crossed being, even in rainy weather, never too deep to pass over it by the help of common stepping-stones.

About a mile from the "Town," is the place where the Spaniards excavated their peat, now presenting to the eye a number of tanks of various sizes filled with water, and many of them from fifteen to twenty feet in depth. On the edge of the cliff, before the house, a piece of ordnance was placed, and near the ruined fort at the entrance of the bay, four or five more.

Close to the entrance of the bay, but in the sound, a small schooner was lying at anchor. It appears that about three months previous to the arrival of the 'Thomas Lawrie,' three schooners from the United States were sailing amongst the islands; one escaped, but the other two Don Vernet took, and detained the captains and crews in custody: a short time after he suffered one of these two to depart, leaving a cargo of seal-skins as a deposit. The other was still detained, out of which he took stores of all kinds, and sold them by auction, and was about to sail in her to Buenos Ayres, for the purpose of attending the trial as to her and her companion's condemnation.

Don Vernet's domestic establishment consisted of about fifteen slaves, bought by him from the Buenos Ayrean government, on the condition of learning them some useful employment, and having their services for a certain number of years, after which, by the provisions of the Slave Trade Act, they were free. They seemed generally to be from fifteen to twenty years of age, and appeared quite contented and happy.

The number of persons altogether on the island, consisted of about one hundred, including twenty-five gauchos and five charruas, Indians. There are a few Dutch families, the women of which milk the cows, and make the butter. Two or three Englishmen, a German family, and the remainder made up of Spaniards and Portuguese, pretending to follow some trade, but doing little or nothing. The gauchos are chiefly Spaniards; their captain or "the Chief of the Gauchos" is a Frenchman. These men throw the lasso after the manner practised in the great bull-fights of Spain. A fierce bull was caught in my presence by the captain, who, after galloping for some time in pursuit of him up and down the hills, dexterously threw the lasso across his horns, the horse, as if instinctively, throwing himself on his haunches, and

firmly planting his fore-feet on the ground, held him fast; and at the same moment another gauchos threw a lasso with heavy metal balls attached to it, round his hind legs, thus effectually preventing his escape; they then hamstring him. When in the interior, these men lie down to sleep on the ground, wrapped in their saddle-cloths and cloaks, regardless of wet or cold. They are very fond of their horses. The ~~towels~~ ^{ropes} of their spurs are about two inches long, and their stirrups only admit the toes. When in camp they gamble very deeply. Their game is with dib-bones; the art being to throw them in a particular manner. I have seen notes (of the country) to the amount of two or three hundred dollars on the ground at one time. One gauchos was worth fifteen hundred dollars, and an Irishman who had been a gauchos, and had come to the island in Don Vernet's debt, had not only paid it off, but had been enabled to give him seven hundred and fifty dollars for a building which he had converted into a store. On the day I first landed, it being Sunday (with them,—Saturday with ourselves), I walked down to this store, where I found all the gauchos assembled over a cask of a beverage made of molasses and dried apples, and tasting not unlike beer. They drank it freely, relating tales and singing, performing sleight-of-hand tricks upon each other, and occasionally bursting into the most dissonant laughter; but before I left, their knives were drawn, and with furious and impassioned gestures, and wild cries, they aimed blows at each other, and blood was brought in two or three instances. With their huge cloaks, slouched hats, ear and nose-rings, thick, curly, bushy hair hanging down to their shoulders, and their daggers in their girdles, seen too by the dim light of a large lamp hanging from the ceiling, they formed altogether a group such as is described in the old Italian romances, as revelling in the deep caverns of the Alpine mountains, after a desperate but prosperous adventure.

These men obtain two dollars a head for all the cattle they bring in; and they in fact keep the greater proportion of the inhabitants, for the females wash for them, mend their clothes, &c. &c., and so obtain sufficient to keep their husbands in tobacco and idleness.

No greater proof of the miserable laziness of the men generally need be adduced than the following:—Very good potatoes are grown by Don Vernet, and sooner than raise them themselves (though offered them by him for seed *gratis*) they pay him tenpence per pound for them.

The five Indians are very powerfully made men, from the country to the north of the Monte Video side of the river La Plate. Being at war with a neighbouring nation in amity with the Buenos Ayrean government, they were made prisoners and sent to Buenos Ayres. Don Vernet seeing them there, applied to the government for them as gauchos, who gave them the option of remaining in prison, or going to the Falkland islands, which latter alternative they chose. They were employed making lassos for the gauchos. I went into their hut and heard one of them play upon an instrument, which produced sounds far from unmusical, made of a hollow piece of wood, with an incision in it, and two strings of gut tied across it, which he beat upon with a stick, and at the same time chaunted a low and rather sweet song.

It is of course only from those who have resided for any length of time in it, that a true description of any country can be obtained, and it

is impossible for a mere passer-on to do more than to collect the best information he can from such persons, making his own observations as time will allow.

A work written by the first settler, M. de Bougainville, appears to me to give a faithful description of these islands; and in this opinion I am borne out by the testimony of Don Vernet.

The following are the remarks which I was enabled to make during my stay at Port Louis, my researches extending to a few miles in every direction round the settlement.

I tried the soil in different places, and found it generally (except on those hills near the coast, consisting mostly of rock and grass to the summit) to consist of a mixture of the roots of different small shrubs, and below them, at the depth of from eight to fourteen inches, a black mould. In some places a firm peat goes down several feet in depth.

In a garden near Don Vernet's house, the spot chosen indiscriminately, much exposed to the west and north winds, and the soil not artificially manured, I found growing cabbages, lettuces, onions, peas, beans, potatoes (some of the latter accidentally left in the ground in the fall produced the next year more abundant than those planted in the spring following), turnips, and carrots, a species of birch from Staten Land, which appeared to have taken root, also a currant-tree from thence, quite flourishing, and precisely similar in taste and smell to the English currant-tree! How it made its way to Staten Land is a query. It should be recollected that it was now just the end of winter.

Don Vernet showed me some fine specimens of flax which he had raised—and wheat he was about to try the approaching spring.

The winds from the west and north would be the only cause, in my opinion, of suspending the regular labour of the agriculturist. These winds, more or less, during the *summer* months, blow with great violence from soon after sunrise till sunset. I have been almost unable to stand against their force, and with difficulty made myself heard by a person at no very great distance from me. I am here, however, speaking of rather elevated ground near a large open sound, whilst in the interior are said to be plains of the richest soil sheltered by mountains, over which the force of these winds is probably not so severely felt, and where under the immediate cover of the hills many acres might always be throwing up a produce; and the increase of vegetation, and the growth of timber would, no doubt, in time much soften their effect.

Of water there is plenty everywhere and of the best quality. The island is indeed indented on every side in an extraordinary manner by inlets and bays ending in rivers, many of them of fresh water.

As to the climate, all accounts speak of it as temperate. The first day I landed was sunshiny and pleasant, neither hot nor cold; each of the following days was attended, from sunrise to sunset, with the wind violent from the west and north-west; and on one day there was a continual fall of snow and hail, but which had entirely disappeared the following morning. The nights were beautifully starlight and very still.

The thermometer, Don Vernet informed me, in winter has not been lower than 26°, and generally above the freezing point. The snow seldom lies three days on the ground. In summer the thermometer seldom rises about 75°. The whole of the inhabitants were in the finest state of health.

The gum plant I met with in great abundance : on breaking short the flower from the root I perceived a thick glutinous matter which adhered to my fingers, but I had neither time nor opportunity to make experiments on this plant. I also found wild celery, scurvy-grass, sorrel, rosemary, the tea and the beer plant in great plenty. The former is chiefly found amongst the cliffs growing in crevices and niches ; the rosemary is met with on the rising grounds, and the tea and beer plant everywhere.

Don Vernet informed me, that on a spot twelve feet square, chosen indiscriminately on the hills in the interior, when journeying through the country with his brother, he had counted as many as twenty-seven different plants.

A German, into whose hut I went, gave me a quantity of the infusion of the tea plant to taste ; I found it not unpleasant, and having a slight flavour of the common black tea used in England. None of the persons I conversed with appeared to know anything of the properties of the beer plant. Different heaths, grasses, and weeds seem to abound. In summer they collect a great quantity of a fruit called lucet, and eat it with milk. I met with many little yellow flowers, and one white, smelling like the rose, and I saw also a flower similar to a violet.

On ranging along the beach, I broke with a hammer large pieces of stone, which upon dividing presented to the eye the most perfect impressions of shells, leaves, and a species of worms, some of which I brought with me to England. I found but few shells, and those of a common kind. Quartz was scattered over the surface of many hills, and granite in detached rounded masses ; but sandstone seems to be the prevailing feature.

On the opposite side of the sound, and some few miles in the interior, natural curiosities are met with in the shape of huge amphitheatres, large caverns, &c., from which some beautiful specimens of stalactites were shown, and which sufficiently proves the presence of lime in the country.

No reptiles have ever been found, and the only quadruped is an animal between the fox and the wolf, very destructive to the birds. I saw the skin of one which was about three feet long. Of birds, I observed some precisely similar to the plover and the sparrow of England ; a little yellow bird very common ; a great number of small hawks, and a beautiful bird of the gull kind, very common, of a soft slate colour, with red beak and red feet. Captain Langdon and myself took an excursion across the hills to a rabbit ground (of which animals there are an immense number), and we returned in a short time, having obtained three or four couples, two large upland geese, a kind of curlew (having eyes like rubies with a white rim round them) ; a very handsome bird of the diver kind, and two or three kinds of teal and snipe. In the season an immense number of excellent eggs of all kinds are to be obtained with ease ; and nothing can exceed the richness of the penguin or mollymawks egg beat up with coffee.

I collected some pearls from a very large mussel common there, which were inferior ; but I was informed by Captain Brisbane, that he had collected as many as would fill a wine-glass in a very short time at a particular season, nearly the bigness of a pea, and colourless.

As respects the resources of the island, its exports, &c., I found that, as near as Don Vernet can calculate, he supposes there to be

about twenty thousand head of horned cattle, three thousand horses, and a great number of wild pigs and rabbits on the island.

A kind of mullet prevails from the month of October until April, so numerous that not only a sufficiency could be obtained to nourish thousands of inhabitants, but also to become a considerable article of exportation.

His exports consist at present of cattle hides, for which he has an establishment, and for salting, about sixty miles to the southward, where are large bulls of that size, that he informed me the skins alone had weighed eighty pounds, and so heavy that the Gauchos cannot drive them across the marshes to the north side. Rabbit-skins, of dark iron-grey, and particularly close, thick, and soft in their texture; and dried mullet, of which in one season, from one fishery-ground only, he has exported eighty tons, which sold in South America for twenty-five shillings a hundred weight.

All agricultural produce fetches the highest prices in the Brazils.

The island affords every prospect to the sealer and the whaler. Mr. Brisbane had picked up on the coast at different times whalebone to the value of at least four hundred pounds, according to its present price. Whaling in boats alone about the coast would be sure of being successful. The harbours all round the island are of the best kind, mostly formed by bays, well sheltered by small islands, and possessing inlets navigable far up, and intersecting the country in every direction. The immense quantity of kelp would not only assist in manuring the ground, but also make excellent potash. Plenty of materials for making pottery abound in the island.

Don Vernet has divided the island into eleven sections: one he has colonized, and another he has sold to Lieutenant Langdon, to whom he has given a deed of grant, authorizing him to let other portions of the land to persons willing to emigrate to the country. This tract consists of about ten square miles, of six hundred and forty English acres each, as his property for ever, with a proviso that he, or some person appointed by him, shall settle on it within a given time. He has also empowered Lieutenant Langdon to distribute, gratis, among ten families willing to emigrate, certain portions of the land.

The above deed sets forth the conditions under which emigrants will be received, and also Don Vernet's ideas on the subject of colonization. He engages to provide the settlers with cattle and horses sufficiently tame for use, at certain low prices, a freedom from taxes, contributions, and imposts of any kind whatsoever, during twenty years, from the 5th of January, 1831; a free use of the fisheries; and to provide them upon arrival with beef at the rate of twopence per pound. He proposes that settlers should transport themselves there in a whaling or sealing vessel, which after landing them could go direct to Staten Land for a cargo of timber, and then either remain sealing and whaling about the islands, or take to the Brazils any produce which the settlers might have raised in the mean time.

The settler on the Falkland Islands need not fear the many disappointments and almost insurmountable difficulties experienced by the hundreds who embarked their all in the Swan River scheme. He need not dread, on his return home from a journey, to find his wife

and children murdered by the ferocious and blood-thirsty savage, as has lately been the case, in Van Diemen's Land—neither need he fear to hear the war-whop of the Indian burst upon his ear, as he is assembled round his domestic hearth with his family; as was, not long ago, the case in the back settlements of America—he need not fear, as in the African settlements, the murderous attack of the Caffres—neither has he to reside amongst a number of slaves, against whose rising he has not one single moment's real protection. He has only steadily to pursue his aim, certain of *never* being in want, and with every prospect of acquiring wealth.

In one point of view these islands present to the English a most important feature. It has hitherto been the custom for almost all vessels returning home from the colonies of New South Wales and Van Diemen's Land to put into the Brazils for refreshments. This takes them out of their direct track, is a great loss of time, and is only done by incurring such expenses as very materially lessen the value to the owners of the ships' cargoes.

The population of the above colonies is fast increasing; their trade is becoming very great; and their shipping is doubling itself. Now, as it is absolutely necessary, that vessels returning to England from either should put into some port for refreshments, no one presents itself so conveniently circumstanced as the Eastern Falkland Island, which lies in the direct track of every ship after she has doubled Cape Horn. It possesses a beautiful harbour, of easy access, where can be obtained excellent water, fine beef, good vegetables, and, in case of the illness of seamen, plenty of the finest antiscorbutic grasses.

Of the Western Falkland Island, the following account is extracted from a Letter written by Mr. (afterwards Admiral) Gower, to which himself and crew had been conveyed, after being wrecked in a sloop of war on the coast of Patagonia.

“The country abounds with long sedgy grass. Our food consisted of geese, ducks, widgeons, teal, &c., tame enough to be knocked down with sticks. Foxes were the only native quadruped. We brought many pigs and rabbits to the island, which increased much. Many beautiful pebbles were found upon the beach, some quite transparent, making handsome seals. The mountains produced fine crystals, which, after being in the hands of our workmen, were, to all appearance, little inferior to precious stones.

“The cluster of islands called Falkland are all extremely high, and may be seen in fine weather fifty miles off. The tops are entire rock, the lower parts very rich, on which anything that is sown will grow. They contain fine lagoons, abounding in wild fowl. There are likewise many rivulets, where water-cresses, wild celery, and scurvy-grass, are to be met with in plenty, and the banks produce excellent turf for fires. We caught but few fish.”

SKETCHES OF THE WAR OF THE FRENCH IN SPAIN
IN THE YEAR 1823.

BY A ROYALIST.

NO. V.

THE uninterrupted success which we have seen to attend the advance of the French arms in Spain was, in the neighbouring kingdom of Portugal, productive of a moral influence exceedingly unfavourable to the continuance of constitutional predilections.

From the province of Tras os Montes the spread of feelings of aversion to the new order of things made rapid strides throughout the other districts of the country, immediately upon the fact of the Duke d'Angoulême having occupied Madrid being generally known, and led to the speedy accomplishment of a revolution, by which the *régime ancien* was re-established in full power and efficiency.

On the night of the 27th of May, Don Miguel, the king's second son, left the royal palace at Lisbon, accompanied by Brigadier-General Souza Sampayo, Colonel O'Neil, of the 4th dragoons, and about sixty men of that regiment. The 23d regiment of the line had been ordered by the Cortes to proceed to the province of Beira, and had already left Lisbon for that destination; but when overtaken by that Prince and his detachment of cavalry near Villa Franca, they immediately raised the cry of "Death to the Constitution!" and having occupied the town, the inhabitants were not slow to declare similar sentiments, and in the evening celebrated the occurrences of the day by a splendid illumination.

The first intimation of these events was communicated to the Cortes by the King himself; upon which General Sepulveda was immediately summoned by the assembly to appear in their hall of meeting. This officer had been the first to declare for the constitutional system in Portugal, and had been rewarded by the Cortes with the chief command of the troops in the capital. The General bluntly told his masters that, unless new ministers were appointed instantly, the hatred borne by the people to those in place would soon render the counter-revolution quite general. A deputation was accordingly immediately sent to wait upon the king, who at once complied with the suggestion with respect to changing the ministry. But this step proved ineffectual; for the same evening the whole of the police cavalry, some companies of the police infantry, and the whole of the 19th regiment, marched off to join the revolted. The Count de Feira, Don Miguel Forges, the Marquis of Barba, General Pampeluna, and many others of the nobility, also departed to proceed to the head-quarters of the Prince.

On the 30th, the revolution may be said to have been consummated by the departure from Lisbon of General Sepulveda, taking with him the 16th and 20th infantry, and some other troops, amounting to nearly 3000 men.

By command of the Cortes, General Aviles immediately assumed the command at Lisbon, and assembled in the Campo Pequena the 18th regiment, being the only one which remained in the capital, and a body

of militia. The 18th, however, immediately declared against the government, and marched off the parade to the palace of Bemposto, where the King was, shouting "Death to the Constitution!—the absolute King for ever!" whilst the militia quietly returned to their homes.

The King received the 18th regiment at the balcony of his palace, accompanied by his daughters, the infantas, and descending to the court, where his carriage was in waiting, he stepped into it, attended only by eight old fidalgos on horseback, and drove off directly to Villa Franca. The 18th regiment next proceeded to the palace of Queluz, whither the Queen had been exiled by the Cortes, and brought her majesty back in triumph to Lisbon. On the evening of the 31st, this regiment, which had acted so conspicuous a part, marched off to join their comrades assembled at Villa Franca.

On the 3d a proclamation signed by the King, appeared, in which he stated that the existing Cortes, being mostly all elected by artifice and subornation, having oppressed virtuous citizens, and proscribed loyalty as a crime, and their real purpose being to destroy the reigning dynasty and the Portuguese monarchy, he dissolved them accordingly, with the view of giving to Portugal a constitution compatible with the principles which experience had proved conducive to the peace and prosperity of the state.

On the 5th of June the King made his entry into Lisbon, accompanied by the Infant Don Miguel, the princesses, and the chief public functionaries. He went first to the church of St. Dominic, where, by his orders, Te Deum was performed. On returning from the ceremony to his palace of Bemposto, the populace took the horses from his carriage and drew it to the palace. A salute was fired by the castle and the ships in the harbour, and in the evening the city was brilliantly illuminated.

Decrees were immediately issued by the King, restoring the Queen to liberty, and liberating from prison all those accused of political offences, revoking the decree excluding French vessels from the Portuguese dominions, restoring to the Conde d'Amarante his titles, honours, and emoluments, appointing Don Miguel to the chief command of the army, and for disbanding the national guards and militia. The Cortes had, on the 2d, issued a protest against every act of the Government unsanctioned by their authority; and most of the members fled from the capital—some to England, and others to Gibraltar, Cadiz, and Morocco.

In order to preserve the continuity of the narrative, in respect to the more important operations against Cadiz, we shall here notice, that on the 13th of June General Molitor broke up with the 2d corps d'armée from his head-quarters at Fraga, and pressing upon Ballasteros, forced him to raise the siege of Saguntum, and took possession of the city of Valencia on the 13th of June. Count Molitor, however, did not cease to press upon his antagonist, whom he succeeded in cutting off from a division of 2000 men, whom he had detached to Alorca; and so rapid was his retreat in the direction of Murcia, that he abandoned a considerable portion of his artillery.

On the 30th of June, the advanced guard of the 2d corps was at Elche, near Alicante, where, from the strength of his position, it was supposed

that Ballasteros would have attempted to make a stand ; but upon the appearance of the French he retired, and the whole of the Spanish dragoon regiment of Lorca and the infantry regiment of the Queen, went over, with their standards and officers, to the French. On the 17th of July, Count Molitor entered the city of Murcia ; and on the same day he detached divisions of his army, in advance, upon Carthagena and Grenada.

During his retreat, Ballasteros exceedingly exasperated the inhabitants of the provinces through which he passed, by attempting to raise a forced contribution of eight millions*.

As the operations of the Duke of Corneigliano, which have been detailed, had demonstrated that the 4th corps d'armée was more than sufficient to cope with the Spanish forces under Mina, the sudden determination on the part of the Prince Generalissimo to require the co-operation of the 2d corps in active operations in the south of the Peninsula, may be attributed to this circumstance :—When the advance of the 1st corps upon Madrid had been determined, it has been mentioned that the division of General Bourk was left in the rear, that officer having his head-quarters at Burgos. Upon effecting the important operations, however, which we have detailed as having been achieved by the 1st and 2d corps, his Royal Highness resolved that the division of Bourk should share in the glory of more active operations, and issued orders for an immediate advance against the constitutional divisions which continued to keep the field in Galicia and the Asturias, under the command of Murillo and Quiroga. On the 31st of May, the advanced guard of the division accordingly occupied the city of Leon, under the command of the Marquis de la Rochejaquelein, and on the day following the cavalry of the advanced guard, consisting of 300 men, under the command of the Chef d'Escadron Vidal, overtook the rear-guard of the Constitutionalists near Astorga, under the command of General San Iago Wall, and although their force amounted to 1000 men, M. Vidal did not hesitate to charge them, and with such success that he drove the Spaniards before him with a loss of fifteen men killed, and at the same time made prisoners General Wall and 150 officers and men of his division.

On the 22d and 25th of June, General Huber had two separate actions with a corps, consisting of 1000 men, of the Constitutional division of Campanello, the greater part of whom he drove into the river Deba, where most of them perished. In the town of Gigon, which General Huber occupied after the action of the 25th, he captured thirteen cannon of 24lbs. and a great quantity of muskets and ammunition. He then continued to advance along the sea-coast in pursuit of the enemy, who retreated in the direction of Aviles. At San Juan, Capt. Bannitz, at the head of eighty men of the hussars of the North and some of the 17th chasseurs, overtook the enemy, whom he charged, and put to flight, entering the town at the same moment as the fugitives, many of whom he put to the sword, capturing seventy prisoners, five pieces of cannon, and a large quantity of baggage and ammunition. The officers named as having the most distinguished themselves upon the occasion were, Lieutenant Duez and Quarter-Master Peugot, of the 17th chas-

seurs, and Lieutenant Kersoley and Brigadiers Chapelier and Constant, of the hussars.

After this rencentre, the troops who remained with Campanello did not exceed 200 men; and on the 27th of the month, General Huber entered Oviedo, where he was received in the best manner by the inhabitants. On the 22d of the month, General d'Albignac had been equally successful in an attack upon a body of 1600 men of the constitutional force of General Palarca, although posted within the town of Puerto de Tieras, which had previously been strongly fortified and barricaded.

These occurrences seemed, about this time, to have inspired General Quiroga, then acting under the command of Murillo in Galicia, with so much alarm, as to have caused him to resolve upon finally abandoning the constitutional cause; and as he was destitute of funds, he procured from General Murillo a sum of money sufficient to enable him to quit the country. This he obtained, under the express promise, that he would not again intermeddle in military or political affairs; but when he arrived at Corunna, he encountered Sir Robert Wilson, who had returned there from Oporto, and was induced to retract his resolution of leaving Spain, on condition of his being invested with the government and chief command at Corunna. His first measure was to denounce Murillo as a traitor to the constitutional cause. Murillo had, till now, given proofs of his adherence to this cause; but the defection of his second in command seemed at once to determine him to abandon it, and he immediately dispatched an aide-de-camp to Madrid, to announce to the Prince Generalissimo, that he acknowledged the authority of the regency of the capital. Upon this General Bourk was directed by his Royal Highness to wait upon Murillo, at his head-quarters at Lugo, where the latter declared to the French General, on the 11th of July, that he was ready to co-operate with the French army, and that he could bring into the field a division of 3000 men, willing to engage in the service.

In the mean time, General Huber had continued to advance along the sea-coast. On the 7th his advance guard, consisting of a small party of the hussars of the North and the 17th chasseurs, under Lieutenant Richpense, attacked and completely dispersed a corps of 200 men of the enemy, making prisoners Colonel Tene of the engineers, three other officers, and many privates. Eleven constitutionalists remained dead upon the field, and a standard, sixteen horses, and a quantity of muskets, fell into the hands of the French.

On the 9th, General Huber entered Mondonedo, where Generals Brisson and Villanueva, together with the members of the Constitutional Juntas of St. Sebastian's and Vittoria, and about two hundred individuals of the most distinguished families of the province, presented themselves before him, and took the oaths to the regency of Madrid.

On the 15th of July, General Bourk found himself in front of Corunna; and at eight o'clock of the same day, his advance guard, under the command of the Marquis de la Pochejaquelin, encountered the outposts of the enemy, consisting of two thousand men, strongly posted on the heights outside of the town. The Marquis having placed himself at the head of the 7th light infantry, charged the enemy, whom after a sharp resistance, he compelled to retreat; and it was in

this rencontre that Sir Robert Wilson and Colonel Light* were wounded.

On the 23d General Bourk summoned Quiroga to surrender, promising to hold Corunna in deposit for King Ferdinand, till such time as he should regain his liberty; the Spanish officers to retain their rank, and to be paid in the mean time by France; the militia-men, and such of the troops of the line as did not wish to serve, to return to their homes, and (as had been invariably the case in every place hitherto occupied by the French in Spain) no one to be molested on account of the political opinions which they might previously have entertained. To these proposals Quiroga refused to accede, and immediately embarked in an English steam-boat, and came to London, leaving the town, and the garrison consisting of two thousand men, under the command of General Novella.

Sir Robert Wilson went to Vigo, where he succeeded in persuading the authorities, instead of surrendering to General Murillo, as they had intended, to despatch seven hundred men to oppose his advance, at the bridge of St. Payo. Murillo placed himself at the head of the regiment of Saguntum, and part of that of the Algarves, and speedily forcing the passage of the bridge, and driving his antagonists before him, he entered Redondella the same day, (the 24th of July.) Being reinforced by the French brigade of De la Rochejaquelein, he took possession of Vigo about the 26th. Sir Robert Wilson, Colonel Light, and Captain Erskine, succeeded in making their escape to an uninhabited island at the mouth of the harbour, where they continued for two days, being at the end of that time taken on board of an English vessel which had been destined for Corunna with a supply of muskets, but which the captains upon finding the place in the hands of the French, had carried into Vigo. Sir Robert and his companions embarked on board of her, intending to proceed to Cadiz; but were forced to put into Lisbon in the first instance, for a supply of water. After some rather ludicrous correspondence with the Portuguese authorities, Sir Robert proceeded on his voyage to Cadiz, and subsequently, by way of Gibraltar, to England.

Corunna continued blockaded on the land side by General Bourk, whilst four French frigates and several smaller vessels of war continued to cruise before the harbour.

On the 6th of August, Bourk again summoned the new governor Novella, who rejected the proposals made to him; upon which, a furious cannonade was commenced, which was continued with but few intervals on both sides, till the 12th, when Novella hoisted the white flag, and proposed that the town and works should be occupied by the Spanish troops of Murillo's division, who accordingly was admitted on the 21st of the month, and the same day signed a capitulation, in virtue of which the place was immediately occupied by the French troops.

During this short siege the Spaniards had shown more than their usual resolution, and a good many casualties had occurred on both sides. Amongst the French officers who most distinguished themselves was Colonel Lambot, whose name has occurred since in the

* Colonel Light has since, we believe, entered the service of the Pasha of Egypt.

law process respecting the will of the unfortunate Duke de Bourbon, whose fate must form a deplorable feature in the annals of French jurisprudence. It may suffice to observe, that the conduct of General Lambot forms, in this affair, a striking relief to the dark features with which this picture of dishonesty, treachery, and cruelty, is disfigured.

On the 14th of the month, General Huber entered Ferrol, where he possessed himself of several gun-boats, and a great quantity of warlike stores. The garrison, consisting of two thousand men, immediately took the oaths to Ferdinand VII.

In a detail of the military achievements of the French army in Spain, a brilliant rencontre, sustained by a detachment of eighty men of the Royal Guard, under the command of the Duke de Vimarcon, ought not to be omitted. On the 26th of June, this party fell in with a detachment of the enemy's horse, amounting to one hundred and fifty in number, at La Cabeza, on the frontiers of La Mancha. The Spanish party, being supported by some infantry, formed upon the approach of the Duke, by whom they were immediately charged, when they fled, leaving in the hands of their opponents, a Colonel and seventy-three men prisoners; and on the field of battle, another Colonel, three officers, and fourteen privates, were found to have been killed. Sixty-three horses were also taken upon this occasion from the enemy. The loss of the French was comprised in one man wounded, and three horses killed. In this affair the Duke de Feltre, son of the celebrated Clarke, Duke of Feltre, behaved with great gallantry.

It is now requisite shortly to direct our attention to the operations in Catalonia, where, after the battles of the 14th and 15th of June, on the heights of St. Leo, Mina retired to Urgel; but on the approach of General St. Priest and the Baron d'Erolles, he quitted that town, and retired first to Tarragona, which he subsequently quitted on the 26th of the month, and then retreated in the direction of Barcelona. Upon this, d'Erolles, having first occupied the town of Urgel, advanced upon Cardona, leaving Colonel d'Ison with the 3d battalion of the 2d French regiment of the line, and two Spanish battalions under General Romagosa, to form the blockade of Seo.

General St. Priest continued his march upon Manbese; and General the Baron de Damas continued to blockade Figueras.

On the 9th of July, the Spanish constitutional general, Sarsfield, surrendered to Marshal Moncey. He had left his division on horseback, unattended, and falling in with part of the corps of General Donnadieu, near Villarema, he was by them conducted to the headquarters of the Marshal.

On the same day, Colonel Bassi Gallonguy proclaimed the authority of King Ferdinand in the fortress of Cardona, whilst the governor and thirty-five officers of the whole garrison and population of the place, being the only individuals who opposed themselves to the proceeding, were forthwith expelled. Upon intelligence of this event being received, the 2d French battalion of the line was despatched from Manresa, and received orders to form part of the garrison of the fortress.

On the 10th, two thousand men of the garrison of Barcelona, supported by four pieces of cannon, made a sally from the place, and advanced nearly as far as Soria, where their progress was checked by

the French outposts, who succeeded, after two hours' fighting, in forcing them to move off in the direction of Garcia. Here they were attacked by the 7th French regiment of the line, and a corps of cavalry; and after rather an obstinate engagement, in the course of which a good many were killed and wounded on both sides, the Spaniards gave way, and retreated into Barcelona.

Marshal Moncey having permanently fixed his head-quarters at Soria, and a fleet of French vessels of war having appeared off the harbour, the blockade of Barcelona was continued rather rigorously.

On the 13th of the month, the garrison again made a sortie, pushing two columns, one of which consisted of twelve hundred men, against the post occupied by Count Curial, at Garcias. The Count was immediately reinforced by the 3d battalion of the 32d regiment, and the 1st battalion of the 60th, under Viscount Munk and Colonel Tolose, who, charging the enemy in flank, drove him before them within the walls of Barcelona, to the shouts of "Vive le roi!" This gallant charge displayed the courage, in a particular manner, of Captain Musias, and Lieutenants Arneil, Chanoz, and de la Haye, the two latter being wounded.

On the 16th of July, the island of Los Medas, on the coast of Catalonia, surrendered by capitulation to the Marquis de Montpezat, in command of a part of the division of the Baron de Damas. In these islands were found a garrison of one hundred men, and seventeen pieces of cannon.

On the 23d, General Milans marched with four thousand men from Igualda, in the direction of St. Colona, as was supposed with the design of attempting to raise the siege of Barcelona. Upon this, the Duke of Corneigliano detached General Achard, at the head of the 18th French regiment, to St. Sadanre, and a column consisting of the 1st light infantry, and some squadrons of the 6th hussars, and the 18th and 23d chasseurs, under General Mongardi, to Monbuy. Milans, in the mean time, continued his march, covered by a rear-guard of twelve hundred men, in the direction of Cervera. At Iorba, the French had gained so much upon him, that a general action became unavoidable; and as the Duke of Corneigliano had in person joined the advanced guard under General Tremelin, he ordered an immediate attack. The Spaniards made an obstinate resistance, which continued three hours, but Milans was ultimately driven from all his positions. The French lost a good many killed and wounded; amongst the former was the Chef d'Escadron, Sparre. The bravery of Colonel Borge of the artillery, Colonel Aveymare of the 16th regiment, and Viscount Munk d'Azer of the 60th, contributed materially to the success of the day.

About the same time, the Baron d'Erolles had attacked the Constitutionalists posted at Calaf, and after sustaining some slight loss, he took the place, and twenty-three officers and one hundred men prisoners. Milans continued to retreat upon Cervera; and at Montblanch, having been joined by Llobera, their force amounted to six thousand men. The Baron d'Erolles and General Manresa, having ventured to attack this force, which they found posted at the bridge of Cabriana, on the 14th of August, received a severe check; but upon being reinforced by Lieut.-Colonel de Valz, at the head of some part of the 6th French hussars, and the 18th chasseurs, the Constitutionalists fled to Cardes,

where they again made a stand, until the arrival of some French battalions under General Tremolin; when, after some further resistance, they retreated precipitately upon L'Etang, and subsequently upon Seo d'Urgel.

If we now again shortly revert to the operations of the belligerents in the provinces of Navarre and Biscay, we shall find that the French were but ill-seconded in their exertions by the royalist Spaniards; and that, in particular, the corps serving under the Count d'Espagne, in assisting Prince Hohenlohe in the siege of Pampeluna, openly mutinied, and compelled the Count to save his life by flying for protection to the division of the army under Count Couchy.

When General Bourc advanced from Burgos upon Leon, the Marquis de Marqueyre continued to form the blockade of Santona, and to cover St. Andero, whilst the Baron de Brency occupied Bilbao.

Early in July, the Generalissimo was induced to summon St. Andero to surrender; but the governor at once refused to comply, and insulted M. de la Rochefoucault, who bore the prince's flag of truce, by causing the military bands to perform, in his presence, the Marseillais hymn and the Trágala.

On the 18th of July, a column consisting of twelve hundred men, made a sortie from Pampeluna, and commenced a vigorous attack upon the royalist Spanish division, in front of the place, but the Prince de Hohenlohe met them with the regiment of the Infant Don Carlos, and speedily drove them back as far as the rivulet of Montreal, and across the valley of the same name. Here the regiment of Don Carlos found that the cannon of the place told with deadly precision, and commenced a retreat, which the Constitutionalists again followed up, and continued till Prince Hohenlohe attacked them in flank with the 3d French light infantry regiment, when they were forced ultimately to seek refuge within the walls of the fortress. This action lasted for two hours, and on both sides a considerable number were killed and wounded.

On the same day, the Constitutionalists attacked the 6th and 9th French regiments, posted at Aussion, under Colonels d'Arsine and De Maussion, but in this attempt they were also repulsed.

On the 20th of the month, fifteen hundred men again sallied from the fortress, but were contented to make a reconnoissance, and return within the walls of the place.

The Prince Generalissimo continued to have his head-quarters at Madrid, where the regency endeavoured in every way to co-operate in his exertions in behalf of Spain.

On the 3d of June a proclamation appeared, in which the constitutional leaders were truly designated as a handful of visionaries, by whom the nation had been misled,—involved in dangers without glory,—and combats, in which no other fruit than disgrace or death could be attained. This proclamation then goes on to call upon all true Spaniards to unite with the French army in the endeavour to liberate the King, and restore order and tranquillity in the country.

As was to have been expected, both on political and financial grounds, the Regency of Madrid declared the whole of the debt contracted by the pretended government of the Cortes as null and void.

On the 10th of June, the Regency also announced, that the tithes

which the Cortes had reduced in 1821 one half, whilst at the same time the additional oppressive taxes which were found wholly insufficient to supply the deficiency caused by the alteration in the tithe system were continued, would be again ordered to be paid on the same footing as previously to the 7th of March, 1820. The Regency at the same time resolved to solicit from the Pope, that the power granted by his Holiness to the King of Spain in 1817, to levy an annual subsidy of thirty millions of rials from the Spanish clergy, for six years, should be reduced to ten millions, on account of the horrible sufferings to which their loyalty had exposed the clergy at the hands of the usurping government.

On the 23d of June, prayers to God, to continue for eight days, were ordered by the Regency, during which time the theatres were closed, and all public amusements prohibited.

On the 23d of June, the whole of the Spanish grandees present in Madrid, upon hearing that the king had been removed to Seville, met, and offered their persons, property, and all they held most dear, for the purpose of being employed in aiding to procure his liberty.

On the 5th of July, a singular and striking spectacle took place in the capital. Fifty standards taken during the war of independence from the Spanish troops, and which had been carried to France, where they had remained, were restored by Louis XVIII. On the day mentioned, they were borne by fifty veteran non-commissioned officers to the royal palace, and deposited with much pomp in the saloon of the columns. Counts Guilleminot and Marniac addressed the Regency, and the Duke del Infantado replied.

On the 7th of June, the Regency had transmitted, through Don Victor Saez, whom they had appointed secretary of state, a letter to the King of England, announcing their election. This letter Mr. Canning absolutely returned unopened, accompanied with a note, which bore, that as the King of England had an ambassador near the person of his Catholic Majesty, he could not present a letter to the King of England from another body, claiming to exercise sovereignty in the name of the King of Spain, and that it was only that he might not be considered as wanting in civility, that he at all noticed the communication of the Regency, he having successively declined to receive letters from the Regency of Urgel, and that which had acted after the entrance of the French into Spain. It is remarkable, that when Mr. Canning returned this answer, he knew that the king of England had at the time *no ambassador near the King of Spain*, Sir William A'Court having resigned his functions on account of the forcible removal of the King of Spain from Seville to Cadiz by the Cortes, Sir William continuing at the time to reside as a private individual at Seville, whilst the King was a close prisoner at Cadiz.

On the 17th of July, the Regency published a decree for the establishment of anniversary honours to the memory of General Elio, who had been executed, or rather murdered, by the Cortes at Valencia, in the autumn of the preceding year.

On the 20th of the month, an atrocious attempt was made upon the life of his Royal Highness the Liberator, just as he was about to retire from the celebration of mass in the church of the Clerigos Menores del Espiritu Santo. The hour was about eleven of the forenoon, when some sparks of fire issued from the choir and gallery over the principal

entrance, and in a moment the altar and the spot on which his Royal Highness had continued during the service were enveloped in flames, whilst, on the opposite side to the altar, fire also burst out, and in less than five minutes the whole of the church and the contiguous buildings were in a blaze. The church was a large old building situated near the palace of the Duke of Villa Hermosa, where the prince lodged: it was speedily reduced to ashes. At the moment that his Royal Highness had left the church, a loud whistle had been heard, which signal had doubtless been procrastinated by mistake, and at the same moment the flames burst forth. No one entertained a doubt that the design was for the conspirators to have rushed into the building on the pretence of extinguishing the flames, and amid the smoke and confusion to have crushed the prince to death before he could have been rescued.

Although the constitutional journals had even made allusion to this attempt before it was executed, the efforts of the authorities were not in the end successful in attaching guilt to any particular individuals. It is generally credited that the Empecinado was the most active instrument in the plot.

The Count de Martignac, who had acted as royal commissioner of the King of France, announced his recall from this office so soon as the Regency of Madrid was acknowledged by the French government, and the Marquis de Talaru was accredited as ambassador from his Christian Majesty in Spain. M. de Martignac received from the Regency the portrait of his Catholic Majesty, and the order of Charles III., upon his resignation of his high functions. About the same time, the Duke of San Carlos was despatched by the Regency to represent Ferdinand in Paris, and was received in the most gracious manner by the French King, who assured him, in his first public audience, of his determination not to lay down his arms till such time as he had restored the King of Spain to the full enjoyment of his freedom.

The King of Prussia and the Emperors of Austria and Russia also credited their representatives to the Spanish Regency.

Soon after General Bordesoult had established his head-quarters at Port St. Mary's, Admiral Hamelin appeared in the Bay of Cadiz with a French fleet, consisting of three line-of-battle ships, five frigates, four brigs of war, and a number of smaller vessels, so that the town was speedily closely invested on all sides, and as the garrison, and the number of inhabitants had been greatly added to by the arrival of the troops and the persons who accompanied the Cortes, the pressure of want and the fear of epidemical disease began to be severely felt in the place.

The chief accession of serviceable troops which had entered the fortification consisted of 2500 men, of the division of Lopez Baños, which that chief succeeded in embarking at Huelva, after the action at San Lucar la Mayor, when he evaded the then imperfectly organized blockade of the French, and which he then threw into the garrison.

General Bordesoult daily despatched for the use of the royal family a boat-load of provisions, fruit, and fresh water, which his jailors permitted Ferdinand to receive till such time as the bombardment commenced.

THREE DAYS AT ELBA.

SECOND DAY'S EXCURSION.

A CLOUDLESS sky welcomed us on our second morning in this picturesque little island, when, having appeased our appetites,—for what Englishman ever set out on any expedition without having previously fortified the inward man?—we descended to our boat; for, having grown wise by experience, we no longer insisted upon a pedestrian journey round the bay, and proceeded to row swiftly across its smooth waters, to St. Giovanni, where on the beach we already perceived our guide and ponies in waiting. The Emperor's town-house made rather a handsome appearance, thus viewed from the bay, and on inquiring from our aged boatman if Napoleon had built it,* he replied, in the affirmative, saying, formerly two windmills occupied its site; and this I believe to be true, for in a remarkably venerable and extremely hideous engraving of Porto Ferrajo, which decorated one of the walls of our sitting-room at the "Quatre Nations," two windmills did certainly stand in the exact spot, where this imperial mansion was now erected.

We found Giuseppe accompanied by a Giovinotto, who, he informed us, was extremely solicitous of being permitted to attend us in this day's excursion, and although we could not possibly divine why the youth was ambitious of the honour of taking a long walk in a very hot day, yet of course we most graciously acceded to his request, and mounting our ponies, set out on the road for Porto Longone, (as I have before remarked, the second town of any note in the island,) to which, however, we found the road infinitely less interesting and diversified in scenery than the one which had so delighted us the day before; but very probably our cattle might not agree in this point, for though not by any means in a plain, it was more level than the one to Rio, being carried chiefly along the sides of the mountains. In the little fields we observed a few stunted olive-trees, aloes, and the prickly pear in great abundance. The distance from St. Giovanni to Porto Longone is five miles, computed ones I should imagine by their length, as indeed they appeared to be all over the island.

S—who pronounced the ride extremely uninteresting, and who aspires to being a poet, drew from his pocket a small edition of Byron, which opening opportunely in his imagination at the "Farewell to France," he insisted on reading the lines aloud.

H—and myself, of course, complimented our companion upon his appropriate selection, and also the deep pathos with which it was given, but just as he had finished, our attention was attracted by the island of Monté Christo, which suddenly opened to our view. It consisted of a steep and barren-looking rock, of a sugar-loaf shape; though herbage of some sort there must be in parts of it, as large flocks of goats are always maintained upon it, now its sole inhabitants, although in former ages it belonged to, and was inhabited by the Turks. . . . At some distance from our road, (which was as excellent as if made under the superintendence of Mac Adam,) and perched on a very high hill,

stood the village of Capo Liveri, according to Giuseppe and the youth Andrea, though our map merely mentions it by the appellation of Capoline. It formerly belonged to Bastia, the capital of Corsica, and its inhabitants are said to be remarkable for their bold and warlike characters, perfectly different to the other villages on this end of the island, and were so inveterate against the French, that they refused admittance to any troops from that country, and when a small garrison was sent, these ferocious islanders totally destroyed them. This piece of information was given us by a very respectable-looking man, therefore we supposed we ought to give it all due credit, only were rather surprised Napoleon did not instantly erase all vestiges of this hostile village from the earth, according to his usual summary proceedings. Giuseppe, determined to have his share in the relation of anecdotes, told us, that underneath this town of Capo Liveri, there is a long subterranean cavern, which is supposed to extend three miles through the mountains: the peasantry are convinced this said cavern is full of immense treasure, both gold, silver, and precious stones, but, unfortunately, these vast riches are safely guarded by a terrific dragon, who effectually prevents any person appropriating the smallest trifle to himself. Our guide implicitly believed in this fairy tale, and was not by any means pleased at our treating it so lightly; while Andrea, in order to convince us it was a wonderful place, said, no candle will continue burning after being carried a few steps within the cavern; this probably accounts for the reason why no person has yet reached the treasure, the air being most likely too pestiferous to breathe in. We inquired, but they could not satisfy our curiosity upon this point, whether any animals ever entered the cave, and at one time, I believe, we were almost tempted to proceed thither ourselves, and try the experiment upon Giuseppe's shaggy dog, Fuga. However, we soon relinquished the idea, thinking, probably, the cavern existed merely in our guide's fancy, and if it really was there, and filled with mephitic air, we would not bring down upon poor Fuga's devoted head the same sort of misery endured by the wretched animals who are tortured for the edification of the pitiless amateurs, daily visiting the Grotto del Canc, near Naples: where, I think, a branch office ought to be established, of that excellent "Society for the Prevention of Cruelty to Animals." Beyond the hill upon which Capo Liveri is situated, is a tolerably high mountain called Monte Calamità. The origin of the name no person could account for: but possibly, as the headland beneath bears that of "Capo della Calamità," some dreadful shipwreck off this point has thus been handed down to posterity.

As we approached the marina of Porto Longone, the ground became rich with the cultivation of corn, vines, and many fig-trees scattered about the fields. The town of Longone is completely surrounded by the fortress, which, situated on a height some distance above the marina, appeared extremely strong, though infinitely smaller than that of Porto Ferrajo; at the same time it must be the most commercial of the two, as the consuls reside at this marina, and in walking down the street, we observed the arms of England, France, Naples, Sardinia, &c. &c., over their respective doors. As there was nothing to be seen inside the walls of the town, we sent our ponies to be fed at the nearest osteria, while we retraced our steps to some rocks we had passed shortly

before reaching the marina, whither Giuseppe brought us some bread, and cheese and wine, as we preferred remaining in the open air, the temptation held out to us by the neighbouring osteria not being particularly inviting; besides H —— wished to make a sketch of the surrounding scene, which certainly was extremely pretty. The marina forming a half crescent close to the shore, backed by the fortress of Longone: the sea in a deep bay, the entrance to which is defended on the left by this fort, and on the right by that of Focardo, while in the distance the continent of Italy, gradually mellowed from its first bright purple hue, into the pale blue, which was finally lost in a haze through which no eye could trace its faint outline; these objects, with a small island, and numerous little fishing-boats, formed the picture, rapidly placed on paper by the faithful pencil of our companion. After man and beast had been duly refreshed, we proposed returning to Porto Ferrajo, and inquired if it was absolutely requisite to follow the road which had brought us thus far; or, if there was no other path, if ever so indifferent, provided it was passable, we should certainly pursue it.

This caused some delay in our departure, for some of the Porto Longone people strongly advised our going by the hermitage (of La Madonna della Grazie) and thence continuing across the Monte Serrata; but Giuseppe by no means relished this project, saying, he was quite sure the path would be too bad for our ponies, although obliged to confess he had never been it. We endeavoured to procure some person to accompany us, who knew the way, but this was impossible; for beyond the hermitage these good people had never been, and I believe their idea of our making this passage had only occurred to them, thinking it was a pity for strangers to leave their island without paying a visit to the shrine of their favourite saint. I do not, however, think this reason weighed much with us, though the possibility of seeing something new did excessively; and having satisfied ourselves there really was a way across these mountains, we determined to follow it, trusting to chance to keep us in the right direction, in which we were promised the aid of the whole calendar of saints to reward us for our pious resolution. Accordingly we set out for the hermitage, by a most excellent path, made as usual during the residence of Napoleon, though poor Giuseppe could only direct our attention to the fine rugged summit of Monte Serrata, which to his alarmed imagination seemed replete with horrors; and when we assured him we had long been admiring it, he shook his head and entreated us to return by the good and beautiful road made by the Emperor, instead of risking our precious necks, in consort with his own, in this wild region. His petition was stoutly seconded by Andrea, but I am sorry to say their united eloquence was entirely thrown away upon us, as we persisted in our own original intention, although excessively amused with this manifest exhibition of cowardice, for it was fear alone which made them dread proceeding beyond the hermitage. The hermit perceiving us winding up towards his habitation, came to meet us; and when we informed this worthy old man it was our intention to cross over by the Monte Serrata, he very obligingly offered to put us in the right road, which accordingly he did after we had taken a hasty look at the interior of the church, where, however, there was nothing particular to see. The first part of our ascent was easy enough to find: indeed, the rocks kept us safe prisoners, so that it was

impossible to go wrong, and so completely did they seem to shut up all passage, that we began to think we had been deceived, and in the end should be obliged to retrace our steps : however, we persisted in continuing, at all events, as far as possible, as the scenery was much too beautiful to think of losing any portion that might yet be in store for us. We had seen no part of either Switzerland or Italy, at all to be compared to what was now before our eyes : the picturesque and rugged shapes of the rocks, the extreme variety and luxuriance of the evergreens, and flowers with which they were interspersed, and the deep blue ocean at our feet, amply rewarded us for the fatigue of climbing up ; as for the sake of truth, I feel myself obliged to confess, the path was excessively steep, and in many places, where there was no path at all, the footing for our ponies was extremely bad. Neither did these animals seem at all accustomed to this sort of scrambling work, as they rushed at every steep part, by which means, ere they had accomplished it, they were completely blown ; for we had in vain endeavoured to keep them behind us. S—— narrowly escaped being knocked down the precipice by his impetuous charger in making the experiment, after which, we allowed them to go their own pace, for by holding them back, we should have merely benefited them by the addition of broken knees : however, ere we had accomplished half the ascent, they became perfectly tractable, and allowed us to lead them in the most peaceable manner. I do not suppose we shall any of us ever forget the ludicrous agony of our guide and his terrified young friend ; and had we not seen and heard it, certainly never should have supposed any representative of the human race could have disgraced the species, by such violent demonstrations of downright cowardice, as was this day evinced by these two Elbenses ; and fear too, when there was not the most remote cause for it, as in reality there was not the slightest danger. Had de la Rochefoucauld ever met with two such specimens of mankind, I do not think he could have said, “ Il n’y a quère de poltrons qui connoissent toujours toute leur peur,” for if ever fear was thoroughly understood, in all its degrees, it was by these two—men, I suppose I must still call them, though as S—— said, the reflection made him quite melancholy. All our united encouragements were thrown away ; indeed, I believe they scarcely heard them, being totally absorbed in lamenting their infatuation in having followed the wild English, who were evidently bent upon their destruction, and ending by formally taking leave of each other, as their last moments were fast approaching, and recommending their souls to the care of the saints, especially their favourite St. Anthony, to whom their gratitude was unbounded when, in spite of all their melancholy forebodings, they found they did actually reach the summit of this terrible pass in perfect safety. The view which greeted us on our arrival was extremely beautiful : the chief features being Capo Liveri, Porto Longone, and a small village, besides a vast expanse of the Mediterranean ; but on walking some distance farther on this mountain ridge, a scene presented itself, which had hitherto been unrivalled by any we had seen in this country, both for beauty and extent, being a perfect bird’s-eye view of the whole eastern end of the island, bounded on two sides by the smooth sea. Immediately in front rose the mountains of Capanne, Giove, and La. Montagna, (par excellence,) to their right was part of Corsica, to the right of

which again the island of Capraia, and the small one of Scoglietto immediately before Porto Ferrajo, the shape of whose peninsula, as well as the depth of its fine bay, (in which the Punta della Grotta forms a pretty little headland,) was beautifully depicted. To our left the sea washed the shores in two deeply-indented bays*, while another part of the island of Corsica bounded the horizon, in the immediate front of which, the small flat island called Piamosa, was plainly to be discerned; this, with a foreground of the most beautiful and odoriferous shrubs and flowers, was our reward for having traced the perilous passage of Monte Serrata: but to be appreciated it should be seen, for the pen, alas! even in abler hands, could but feebly render justice to so magnificent a picture.

The descent to St. Giovanni was still entirely unknown ground to our now somewhat reassured guides, but as there were no precipices in sight, neither did it appear likely we should meet with any from the view we had of the line of country over which we imagined we ought to proceed, they urged our leaving this beautiful spot, as the sun was fast sinking below the horizon, and time warned us that it was not improbable we might spend the night in an open boat on the bay, for very likely the gates of Porto Ferrajo would be safely closed ere we could possibly reach them, even with making all due haste. However, all our expedition was useless, for after about half an hour's walking, not one of the party had the slightest idea where we were, or in what direction we were proceeding; but by the sun we thought it seemed as if eventually we should have arrived somewhere in the vicinity of the iron mine of Rio. The height of the beautiful grove of evergreens, in which we had got entangled, completely impeded all view for any distance before our eyes; and though their extreme luxuriance and fragrance were highly gratifying, yet I do not believe we particularly wished to spend the night under their thick branches—such, however, would most inevitably have been our fate, had not a good-natured countryman perceived us wandering about in this labyrinth, and lustily hallooing, caused us to halt, and straining our eyes for the place from whence the voice reached us, after a few more shouts, we perceived our friend mounted, no very great distance above our heads, on a rocky bank, where we supposed he was tending goats, as the faint tinkling of a bell was now and then to be distinguished, breaking the otherwise solemn stillness of the evening. By dint of signs, and a great deal of talking, this peasant succeeded in making us comprehend in which direction we ought to proceed through this maze of bushes; but it was remarkable, that, although he screamed himself quite hoarse in thus giving the information, which was entirely gratuitous on his part, for we did not even know any human being, besides ourselves, was anywhere near this remote spot, he never offered to quit his elevated situation, or advance one step nearer to the place where we continued standing, and listening to his most acceptable instructions. Had this circumstance occurred in a more frequented country than Elba, swift as lightning he would have presented himself by our side, and either bargained for payment upon showing us the road, or begged a trifle when he had told us how to proceed; but Giuseppe said no such

* Called by the peasantry, Golfo della Stella, and Golfo d'Acona.

thought as this was likely to enter his head, that he had done it from pure good nature; and when we inquired if we could not make him some small present, he said it was useless, as he did not even know who he was; however, we determined to make him come down by the offer of money, if possible. But he, apparently, did not understand our meaning, for, wishing us a good night, he suddenly vanished from our sight, and we consequently proceeded on our way, very much struck with this extremely unusual occurrence in Italy, in whose classic plains beggary, in all its most approved stages, is completely understood, from the "povero cieco," and his innumerable companions on the Monte Pincio at Rome, to the more determined solicitations of thrusting a hand into your carriage at Naples, where, however, the dumb sign of gently touching the under part of your chin, with the thumb of your right hand, is immediately understood as a reply in the negative, and has the desired effect of ridding you of the importunity infinitely sooner than any words could have done. But what traveller, who may be tempted to spend an idle hour in wading through these pages, will not smile when he thinks of the pale and meagre figure who accosts him on the stairs of his hotel, the morning after his arrival at Florence, and, with lowly bow, thrusts into his hand a little book, neatly sewn up with pink silk, in blue and black paper splendidly spotted, and flowered over in silver, containing

"Happy omens of

"felicitator.

"to the most distinct and illustrious

"noble Mister ———,

"England, and Company.

"On the auspicious arrival in

"Florence.

"The academician and poet, Angel Sciantarelli.—In testimony of his dutiful respect, presents to your Sir, with the most sincere desire, his following poetical compositions, with hopes that your Sir, will not disdain to place them under your powerful protection; and flatters himself, that with the usual generosity of your Sir, will not fail to be rewarded."

Can any body accuse me of not having been a faithful scribe of the above unique composition in our own language? The poetry, which immediately succeeds this English preface, is generally in Italian and French; but as the copy in my possession has hitherto effectually baffled all my attempts to decipher above two or three words in a line, I must deny myself the pleasure of embellishing these pages with either of the three sonnets, which are the usual allowance for every new comer, and will dismiss this subject by saying, to the best of my belief, this votary of the Muses never fails in obtaining the desired end, our countrymen being very well accustomed to the distribution of largesse, in the different realms through which they may wander.

It will be naturally supposed, that all this time we have accomplished great part of the descent from Monte Serrata, and with truth; for we have found ourselves surrounded by cultivation, and overtaking a very civil farmer, he pressed us extremely to diverge to his house (a few fields out of our way), and partake of some refreshment, provided we could be satisfied with simply bread and wine, as, he added, he feared he had nothing else to offer. We, however, after expressing

our thanks for his kindness, declined accepting the invitation, as the sun warned us to continue on our road. Having instructed us in the path we were to follow, he took his leave, though not without testifying his extreme surprise, that we should prefer this mountain-track to the easy, beaten road we had journeyed along in the morning. The view of the bay and Porto Ferrajo still presented many beauties, as we slowly descended the hill side, and a few small cottages were picturesquely placed on small patches of even ground, in the more immediate neighbourhood of our path. At one of these, a very neat little farm, we could not resist the temptation of enjoying a short halt, especially as the padrone assured us we should easily reach the fort before the gates closed, at the same time desiring la sposa to fetch a cow from an adjoining inclosure, and give the strangers some new milk. The good woman speedily obeyed, and afterwards presented each of us with a bouquet of flowers. They both expressed their astonishment at our having crossed the Monte Serrata in preference to the good road; asking, if in our own country we had only such mountain passes, that we appeared to be so fond of them. Having satisfied their curiosity upon this point, and failing in our endeavours to induce the acceptance of any remuneration by this good couple, for their bread and milk, we wished them good evening, and in return were recommended to the especial care of la Madonna, under whose protection we finally reached St. Giovanni and our boat, in which we were not sorry to seat ourselves, having walked from Porto Longone, a distance computed at ten miles, and they were certainly not short ones. The guard turned out to close the gates immediately after we had passed them; and our host said, he had greatly feared when first our boat was visible in the bay, that we should be too late, which probably Giuseppe would have considered a well-merited punishment for traversing an unknown country. On inquiring from the landlord, why his hotel had a sign in French instead of Italian? he replied, that as he had found it so he had left it; but could not give any reason of such being the case. He added, that he had not been long its proprietor, neither did he think he should remain so for any length of time; there was so little trade, and so few travellers, it was impossible he ever should make a fortune like his brother, who kept the inn at Paggi Bousi (on the road between Florence and Sienna): there, indeed, he said, 'riches flowed in as fast as they could wish. He concluded with giving us the following piece of information:—That though all the bays in the island contained deep water, that at Ferrajo was infinitely the best, as even at the farthest part, close in shore, an English frigate might ride safely at anchor.

. . . *End of the Second Day's Excursion.*

REMINISCENCES OF A SUBALTERN.

No. XI.

THE fortress of Ciudad-Rodrigo fell on the eleventh day after its investment; and taking into account the season of the year, the difficulty of the means to carry on the operations, and the masterly manner in which Lord Wellington baffled the vigilance of the Duke of Ragusa, the capture of Rodrigo must ever rank as one of the most finished military exploits upon record, and a *chef d'œuvre* of the art of war.

Our loss was equal to that of the enemy; it amounted to about one thousand *hors de combat*, together with three generals; of the garrison but seventeen hundred were made prisoners, the rest being put to the sword. Yet, notwithstanding the off-hand manner in which the place was laid siege to, and the slashing style it was carried by the bayonet, there were many people—I must say unreasonable ones—who found fault with Wellington for his mode of attack, as also for his inactivity after his victory. One writer*—a Frenchman to be sure—says, “he,” (meaning Lord Wellington,) “might have easily carried off the French advanced guard, which, on the 22d, made its appearance near Tamames. The enterprise was favoured by the occupation of Ciudad-Rodrigo, as the detachment entrusted with the operation would have had a safe retreat under the cannon of the town. Fifteen thousand choice men ought to have been placed in ambush on the road to Salamanca. A corps of four or five thousand light troops should have marched against the French, with orders to fall back at their approach. These light troops, when near the ambush, would have hastened their retreat, in apparent confusion, which would have induced the French to be more eager in the pursuit. The concealed soldiers, then rushing from the ambush, would have fallen upon the rear of the French column, and infallibly destroyed it. It is by manœuvres like the one here described that the forces of an enemy are ruined, without experiencing the enormous losses occasioned by sieges and battles.”†

All this may be very true, and had Lord Wellington done what Monsieur Sarrazin says he could and should have done, he, most unquestionably, would have done more than he *did*; but as it was, bungler as he is,—for it is well known that every man in France is ready to take his oath that he is so, and, to the shame of our own country, there are not wanting those who are willing to leash-in in the general cry raised against this great man by the fellows he has trounced from the heights of Lisbon to the walls of Paris,—he did as much in eleven days, in the depth of a severe winter, with twenty thousand men, as the hero of Rivoli and Esling and the conqueror of Suwarrow was able to accomplish in *twenty-five days*, in summer, with forty thousand French veterans against a Spanish garrison! It is clear, however, that Marshal Marmont was a little puzzled at what had taken place. On the 16th of January he wrote to Berthier: “I had collected five divisions, for the purpose of throwing supplies into Ciudad-Rodrigo, but this force is now inadequate to the object. „I am, therefore, under the necessity of recalling two divisions from the army of the north. I shall then have above sixty thousand men, with whom I shall march against the enemy. You may expect events as fortunate as glorious for the French army.” But in spite of these flattering promises, he was obliged to write to

* General Sarrazin.

† Bobadil was nothing to this fellow.

Prince Berthier on the 20th: "On the 16th the English batteries opened their fire at a great distance. On the 19th the place was taken by storm, and fell into the power of the enemy. There is something so *incomprehensible* in this event, that I allow myself no observation. *I am not provided with the requisite information.*" This speaks a volume, and renders it quite unnecessary to say more on the subject.

Lord Wellington has been also censured for allowing *generals* to place themselves at the head of the columns that attacked Rodrigo. "A general officer," says Monsieur Sarrazin, "is extremely valuable, especially when he is skilled in his profession. General Craufurd possessed the qualities for a commander-in-chief; whilst, at the head of a storming column, his thin person and diminutive size rendered him inferior to a grenadier." This is a just remark, because, beyond all doubt, the commanding officer of a battalion is as likely, if not more so, than a general, to lead his men through a breach. Neither at Rodrigo nor Badajoz did General Picton head his division, and their success in both was as complete as if he had; and why not? a general is supposed to *direct*, a colonel to *lead*; and if any proof was wanting to prove the truth of this assertion, the success of the third division at both Rodrigo and Badajoz, the latter "one of the most astonishing exploits mentioned in history," ought to suffice.

The two officers who led the forlorn-hope at each breach escaped unhurt; but although fortune favoured both equally *in the field*, the results which followed were widely different. And here I wish I could lay down my pen; but justice must be done to the living as well as the dead. Lieutenant Gurwood of the 52d, who led the forlorn-hope of Craufurd's division, obtained a company, and in the course of a few years, in consequence, rose to the rank of lieutenant-colonel; while the brave Lieutenant William Mackie of the 88th, who so gallantly volunteered, and so bravely led on the forlorn-hope of the third division, notwithstanding the promise of General Mackinnon, which *ought* to have been held sacred, was altogether passed over by General Picton; his name was not even mentioned, nor did he gain promotion for his conduct. But this was only the commencement of a series of slights which I regret being obliged to say the 88th met with for the four years and a half that General Picton commanded the third division, during which long period—it is worthy of remark—no one officer of that regiment was ever promoted through his recommendation! No officer ever better merited promotion than Lieutenant Mackie, and none was ever worse treated. He volunteered the forlorn-hope in the handsomest manner—led it on in the most gallant style—and what was his reward for such conduct? He was passed over without so much as being *noticed* by his general, for conduct that gained his fellow forlorn-hope companion an immediate step, which now places him high up amongst the lieutenant-colonels in the army, while Mackie is still—after a lapse of twenty years—a *captain**!

"I know a man of whom 'tis truly said,
 "He bravely twice a storming party led,
 "And volunteered both times—now here's the rub,
 "The gallant fellow still remains a sub."†

* Gained a brevet step in 1831, after being nineteen years a captain, which rank he obtained in his regular turn!

† Johnny Newcome, p. 77.

These four glib lines have relation to Ensign Dyas of the 51st regiment; but Dyas, unlucky as he was, was more fortunate than Mackie, because his bravery was officially proclaimed in the world in Lord Wellington's account of the two attacks of San Cristoval, and His Royal Highness, the late lamented Duke of York, made every possible reparation in his power, the moment the mistake—for it was a mistake—was made known to him †, and had he continued in the service, there can be no doubt that his lost rank would have been made up.

It was once remarked by the French general, Brennier, that too much was exacted from the subalterns of the British army, and more than the Emperor Napoleon, all powerful as he was, would venture to attempt with his; but if General Brennier heard that the senior lieutenant of a distinguished regiment,—and one, too, who had greatly signalized himself on other occasions,—had successfully led a forlorn-hope, which service he had volunteered, and that the general under whom he served did not so much as *notice* this officer for such conduct—if, I say, General Brennier knew this, I should be monstrously curious to hear what he would say!

When Mackie volunteered to lead the advance, those who witnessed the manner in which he did it will, I think, bear me out when I say that *glory*, and not *emolument* was his object ‡. He was at the moment the senior lieutenant, and he might reasonably look for speedy promotion without thrusting his head amongst a forlorn-hope party to gain it;—he looked forward with that pride, which cannot be styled vanity, to see, if he survived, his name enrolled amongst the list of those who merited praise, or, if he fell, it would be a consolation to him in his last moments to think that his friends and relatives knew that he did so while serving his king and country in one of the most perilous situations in which a man can be placed. If, on the other hand, promotion should be—as it was—given to his fellow forlorn-hope companion, he certainly had a right to expect the same; but twenty years of his life have passed—his rank has been lost to him, and his fame, if not blasted,—that it could not be!—has been denied its just and hardly-earned reward.

So soon as my regiment reached the village of Attalaya, its former quarters, I obtained leave to return to Rodrigo, for I was anxious to see in what situation the family were, with which I, in common with my companions, had passed the preceding night. Upon entering the town, I found all in confusion; the troops ordered to occupy it were not any of those which had composed the storming divisions; and although the task of digging graves, and clearing away the rubbish about the breaches was not an agreeable one, they nevertheless performed it with much cheerfulness; yet in some instances the soldiers levied contributions upon the unfortunate inhabitants, light ones it is true, and for the reason that little remained with them to give, or, more properly speaking, withhold; but the provost-marshal was so active in his vocation, that this calamity was soon put a stop to, and the miserable people, who were in many instances in a state of nudity, could without risk venture to send to their more fortunate neighbours for a supply of those articles of dress which decency required. Upon reaching the house I had rested in the evening before, I was rejoiced to find it uninjured, and the poor

† See U. S. Journ. July, 1831, pp. 337, 338.

‡ Ibid. Feb. 1832, p. 200.

people, upon once more seeing me, almost suffocated me with their caresses, and their expressions of gratitude knew no bounds for having preserved their house from pillage. In the narrative I given of the storming and sacking of Rodrigo, I forgot to mention facts which I will now do; they will be just as readable as then, and as they do not in any way come within the precincts of what may be termed the detail of that affair, I may do so with the greater propriety; and besides the title of those 'Reminiscences' gives me—or at least I take—a latitude that I would not otherwise be entitled to.

The house occupied by myself, Captain Seton, and three or four more, was, as I before said, intruded upon by a fellow of the Connaught Rangers, who took upon himself to walk down the chimney; we had scarcely rid ourselves of him, when a loud knocking at the street door—the sure harbinger of a group of marauders—brought us once more upon our legs. We ran to the window to ascertain the cause, but had scarcely reached the balcony when some drunken fellows from the opposite side of the street, discharged their muskets at us. The wood-work was shattered about our ears, but fortunately no one was hurt, and when we made good our retreat, which was certainly a rapid one, and that all was safe, Seton began humming, sweetly but faintly, the little French air, "*Ah! quel plaisir d'être soldat.*" The knocking at the door continued, and was immediately followed by a discharge of musketry, (such as I have before described) against that part of the pannel nearest the key-hole. I was the first that reached the spot, and by the light of a huge wax candle, that had been thrust through the dismantled pannel, with pleasure, though not surprise, I found the man who held it to be, not only a Connaught Ranger, but one of my own company, his name was Noonan. "Noonan," said I, "you cannot come in here;" "Can't I," said he, "No, you cannot," said I, "And why *can't* I," replied he; "Because," I replied, "I have promised to protect the family of this house, and I will do so at all risks." "Oh! then blur-an-ouns, is it talking of *risks* you are when Pat Noonan is next or nigh your honour! but how will I palaver these English men of the light division, that's forty times worse than ourselves, (*iv* that be possible!) afther a dhrop *iv* dhrink?" Repeated knocks at the door, and loud execrations, put a stop to any further dialogue between me and Pat Noonan, and proved but too truly that the account he gave of his associates was not exaggerated. A violent altercation, of which I could not discover a word, now took place; in a few moments afterwards all was silent, and after a lapse of a minute or so, Noonan thrust in his head again and said, "You may make yourself *aisy* now, for they won't *trouble* the house any more." "Why, what did you say to them?" "What did I say to them is it? I tould them a big lie any how,—I tould them your honour was the *docthur iv* the regiment, and that you were just afthur cuttin the leg *iv* a poor cratur, and that you were going to sarve four more afther the same fashion. I knew as soon as they'd hear-tell *iv* your cuttin off the leg *iv* the "*boy*," that they'd go away—and *it was thur* for me they did!" "Noonan," I replied, "you are an honest fellow, and I won't forget your behaviour." "Honest is it? fait and sure, the Connaught Rangers is all honest for that matter—only our general (God prosper him!) tells us another story."

I barricaded the door in the best manner I could, and we all got

round the fire once more ; the merits of different officers and soldiers, as well as divers bowls of brandy-punch were freely discussed, and it was late before we retired to rest for the night ; but previous to doing so, I went once more to the balcony, in order to ascertain how matters went on in the street, and to my astonishment found that Noonan was standing sentinel at the door ! Having satisfied myself that my *patrona* and her daughters had escaped molestation, I took my leave of them, and once more visited the large breach. On my way thither, I saw the French garrison preparing to march, under an escort of Portuguese troops, to the fortress of Almeida ; they were a fine-looking body of men, and seemed right well pleased to get off so quietly ; they counted about eighteen hundred, and were all that escaped unhurt of the garrison. At the breach there were still several wounded men, who had not been removed to the hospitals ; amongst them was a fellow of my own corps, of the name of Doogan ; he was badly wounded in the thigh, the bone of which was so shattered as to protrude through the skin ; near him lay a French soldier, shot through the body, quite frantic from pain, and in the agonies of death. The moment Doogan observed me, he called out most lustily, " Och ! for the love of Jasus, don't *lave* me here near this villain that's athur cursing me to no end." I observed to Doogan, that the poor fellow was in a much worse state than even himself, and that I much doubted whether he would be alive in five minutes. At this moment the eyes of the Frenchman met mine. " *Oh ! monsieur,*" exclaimed he, "*je meurs pour une goutte d'eau ! Oh, mon Dieu ! mon Dieu !*" " Now," ejaculated Doogan, addressing me, " will you believe me, (that never *tould* a lie in my life !) another time ? Did you hear him *then*, how he got on with his *mon dew* ?" I caused Doogan to be carried to an hospital ; but the French soldier died as we endeavoured to place him in a blanket. I quitted the breach, and took a parting glance at the town ; the smell from the still burning houses, the groups of dead and wounded, and the broken fragments of different weapons, marked strongly the character of the preceding night's dispute ; and even at this late hour, there were many drunken marauders endeavouring to regain, by some fresh act of atrocity, an equivalent for the plunder their brutal state of intoxication had caused them to lose by the hands of their own companions, who robbed indiscriminately man, woman, or child—friend or foe, the dead or the dying ! Then, again, were to be seen groups of deserters from our army, who, having taken shelter in Rodrigo during the winter, were now either dragged from their hiding places by their merciless comrades, or given up by the Spaniards, in whose houses they had sought shelter, to the first officer or soldier who would be troubled, at the moment, with the responsibility of taking charge of them.

In the midst of a group of a dozen men, deserters from different regiments, stood two of the Connaught Rangers. No matter what their other faults might be, *desertion* was not a species of delinquency they were addicted to ; and as the fate of one of those men—indeed *both* of them, for that matter—was a little tragical, I purpose giving it a nook in my reminiscences. The two culprits to whom I have made allusion were as different in their characters as persons ; one of them (Mangin) a quiet, well-disposed man, short in stature, a native of England, and, as a matter of course, a heavy feeder, one that could but ill put up with

"short allowance," and in consequence left the army when food became as scarce as it did in the winter of 1811. The other, a fellow of the name of Curtis, an Irishman, tall and lank, and, like the rest of the "boys" from that part of the world, was *mighty aisy* about what he ate, provided he got a reasonable supply of drink; but as neither the one nor the other were "convenient" during the period in question, they both left an advanced post one fine night, and resolved to try the difference between the French commissariat and ours. This was their justification of themselves to me, and I believe, for I was not present at it, the *summum bonum* upon which the basis of their defence at their trial rested. There were also six Germans of the 60th Rifles in the group, but they seemed so unnerved by their unexpected capture, that they were unable to say anything for themselves. I, most unquestionably, felt much for those poor wretches; I bore strong in my own recollection what I had myself suffered from an empty stomach; and the old adage, which I had often heard repeated, "that hunger will break through a stone wall," was in the present instance, I thought, fully illustrated; for those men, without any other aid than a craving for food, made their way with greater ease into the strong fortress of Rodrigo than we were able to do, backed, as we were, by the fire of several powerful batteries.

Towards evening I reached the village which my regiment occupied. An altered scene presented itself. The soldiers busied in arranging their different articles of plunder; many of them clad in the robes of some priest, while others wore gowns of the most costly silk or velvet; others, again, nearly naked; some without pantaloons, having been plundered, while drunk, of so essential a part of their dress; but all, or almost all, were occupied in laying out for sale their different articles of plunder in that order which was essential to their being disposed of to the crowds of Spaniards which had already assembled to be the purchasers; and if one could judge by their looks, they most unquestionably committed a breach in their creed, by "covetting their neighbours' goods;" and had the scene which now presented itself to our sight been one caused by an event the most joyous, much less by the calamity that had befallen the unfortunate inhabitants of Rodrigo, to say nothing of the human blood that had been spilt ere that event had taken place, the scene could not have been more gay. Brawny-shouldered Castilians, carrying pig-skins of wine on their backs, which they sold to our soldiers for a trifling sum; bolero-dancers, rattling their castanets like the clappers of so many mills; our fellows drinking like fishes, while their less fortunate companions at Rodrigo—either hastily flung into an ill-formed grave, writhing under the knife of the surgeon, or in the agonies of death—were unthought of, or unfelt for. *Sic transit gloria mundi!* The soldiers were allowed three days *congè* for the disposal of their booty; but long before the time had expired, they had scarcely a rag to dispose of, or a real of the produce in their pockets.

While this "shilloo" was carried on throughout the division, the officers had little to do except amuse themselves; the country abounded in game; and those who fancied field sports, had no lackage of opportunities to indulge themselves in such pursuits. Taking advantage of this state of things, I rode over to the hospital near La Corrida, with the view of seeing an officer of my regiment, of the name of Flack,

who had been desperately wounded by a round shot, two days before the storm of the place. The nature of the wound, as well as its cause, were extraordinary; and being greatly interested for the fate of a brother officer, I took an early opportunity to inquire after him. I found him stretched upon a miserable truss of straw; at his feet lay his faithful little spaniel bitch, Fidèle, beside him stood a huge earthen jar, or, as the Spaniards call it, panella of water, while at his head sat, in a dejected posture, his servant Larry Fegan; he had been, for many years, Flack's bat-man, servant-man, and he might now be termed his right-hand man. He was a perfect prototype of Teague O'Connor, of whose history, as well as his master, Johnny Newcome, there are few, I should hope, of my readers ignorant. The moment I entered the room, Larry put his finger to his nose, and pointing to his master, gave me to understand that I was not to speak to him; but poor Flack was so rejoiced to see me, that he commenced talking, and he would, I believe, have continued while he had a puff of breath left, had I not declared I would leave him if he did not desist. It was now Larry's turn; and he began to recount, with much minuteness, his master's adventure; and from everything I could learn, it was evident that Flack had exposed himself very foolishly, and to very little purpose. It appeared that a man of his company having been killed while at work in an advanced battery, he wished to pay a just tribute to his gallantry, and going out, accompanied by three soldiers, in front of the works, commenced preparing a grave for this soldier, who, it seems, had much distinguished himself. The enemy no sooner perceived this hardihood of behaviour, than they opened a fire against the party; their first discharge was sufficient to disperse it, and Lieutenant Flack fell, struck by a round shot in the thigh, which carried away the flesh from nearly the groin to the knee, while at the same instant, four musket balls passed through different parts of his body. He was carried out of the works in an insensible state, and the surgeons, upon examining the wound, judged it expedient to take the thigh out of the socket,—a delicate operation, to which he objected; and it was the general opinion amongst the medical officers that he could not survive the effects of the shock forty-eight hours; he nevertheless made a most rapid recovery, and although he was, by some mistake, reported dead, and gazetted as so, he was in a few months nearly as well as before he was wounded. The foregoing is the substance of Larry Fegan's "detail;" I shall give the continuation in his own phraseology. "The docthur," said Larry, in winding up his narrative, "came here yesterday with his God save all here, and turning to me said, Your mather, it's like, isn't dead yet? You may say that with your own ugly mouth, says I (to myself), for I was aloath to offend him, seeing how *completely* my poor mather's life was in his hands,—No, sir, says I, he's as alive as your honour. Had he much himmorige* since I saw him? says he.—Now when he got on about the himmorige I knew what he was at, and that he only wanted to thry if I gave my master too much to ate; so says I, quite bould (because I followed his directions about the ateing), the devil receive the himmorige he tasted, if I except the little dhrap if gruel your honour ordered me to give him; and upon the same, its

* Larry, no doubt, mistook the doctor's words as well as their meaning. suppose he said hæmorrhage!

"what the *baste* began to laugh in my face." Larry was about to continue his narration, when the arrival of the staff-surgeon of the fourth division, accompanied by different surgeons and their assistants, put a stop to any further colloquy.

The entrance of the medical gentlemen was the signal for my departure. They commenced the operation of unbandaging the mangled thigh of my poor friend, around which there appeared to me to be about as many folds of wrapping as usually envelope the body of an Egyptian mummy; but before I left the hospital altogether, I was assured by one of the medical men, that there was every prospect of Flack's recovery.

A few days sufficed for the re-organization of the soldiers after they had disposed of their hard-earned plunder, and we were once more ready and willing for any fresh enterprise, no matter how difficult or dangerous. Badajoz was talked of, but nothing certain was known, and the quiet which reigned throughout all our departments was such, as not to warrant the least suspicion that any immediate attack against that fortress was contemplated by the Commander-in-Chief.

On the sixth day after our arrival at Atalaya, we were again in motion; the village of Albergaria was allotted our quarters, and a Court-Martial was ordered to assemble for the trial of the deserters from our army found in Rodrigo. The men of the 60th, and the two men of the 88th (Mangin and Curtis) were amongst the number. The court held its sitting—the prisoners were arraigned—found guilty—and sentenced to be shot! All were bad characters, save one,—and that one was Mangin. He received testimonials from the Captain of his company, (Captain Seton—ever the soldier's friend,) highly creditable to him, and Lord Wellington, with his accustomed love of justice, resolved that his pardon should be promulgated at the time of the reading the proceedings and sentence of the Court-Martial. Three days after the trial, it was made known to the prisoners, and the army generally, that they were to die the following morning. At eight o'clock, the division was under arms, and formed in a hollow square of small dimensions; in the centre of it was the Provost-Marshal, accompanied by his followers, with pick-axes, spades, shovels, and all the necessary *etceteras* for marking out and forming the graves into which the unfortunate delinquents were to be deposited so soon as they received the last and most imposing of military honours—that of being shot to death! In a few moments afterwards, the rolling of muffled drums—the usual accompaniment of the death-march—was heard; and the soldiers who guarded the prisoners were soon in sight. The division observed a death-like silence as the prisoners defiled round the inside of the square; every eye was turned towards them; but Mangin, from his well-known good character, was an object of general solicitude. The solitary sound of the muffled drums at last died away into silence—the guard drew up in the centre of the square, and the prisoners had,—for the last time,—a view of their companions from whom they had deserted, and of their colours which they had forsaken; but if their countenances were a just index of their minds,—they seemed to repent greatly the act they had committed! The three men of the 60th were in their shirts, as was also Mangin of the 88th, but Curtis wore the "old red rag," most likely from necessity, having, in all human pro-

bability, *no shirt to die in*; a circumstance by no means rare with the "boys" of the Rangers of Connaught! The necessary preliminaries, such as reading the crime, and finding the sentence, had finished, when the Adjutant-General announced the pardon granted to Mangin, who was immediately conducted away, and placed at a short distance in rear of the division; the rest staggered onwards to the spot where their graves had been dug, and having been placed on their knees—their legs hanging over the edge of the grave—a bandage was tied over their eyes; the Provost-Marshal then, with a party of twenty musketeers, their firelocks cocked, and at the recover, silently moved in front of the prisoners until he reached to within five paces of them, and then giving two motions of his hand—the one to present, the other to fire—the four men fell into the pit prepared to receive them. The three Germans were dead—indeed they were nearly so before they were fired at! And if the state of their nerves was a criterion to go by, a moderate sized pop-gun would have been sufficiently destructive to have finished their earthly career; but Curtis sprang up, and with one of his jaws shattered and hanging down upon his breast, presented a horrid spectacle. Every one seemed to be electrified, the Provost-Marshal excepted; he, I suppose, was well-accustomed to such sights, for without any ceremony, he walked up to Curtis, and with the most perfect composure levelled a huge instrument (in size between a horse-pistol and blunderbuss) at his head, which blew it nearly off his shoulders, and he fell upon the bodies of the Germans without moving a muscle.

This ceremony over, the division defiled round the grave, and as each company passed it, the word "eyes right" was given by the Officer in command, by which means every man had a clear view of the corpses as they lay in a heap. This is a good and wholesome practice, for nothing so much awakes in the mind of the soldier, endowed with proper feeling, the dishonour of committing an action which is almost certain to bring him to a disgraceful end, while it deters the bad man from doing that which will cost him all that he has to lose,—for such persons have no character,—his life. It was ten o'clock before the parade broke up, and we returned to our quarters, leaving to the Provost-Marshal and his guard the task of filling up the grave. Several Portuguese peasants crowded near the fatal spot, and so soon as all danger was passed, they flocked to witness the interment, making, all the time, divers appeals to the Virgin Mary; but whether those were intended for the preservation of the souls departed, or their own bodies corporate, I neither knew nor enquired.

Mangin, the man who had received his pardon, was still in a state of stupor; after a lapse of an hour or so, his Captain went to see him—but the shock he had received was too severe,—he had not nerve to bear up against it; he replied in an incoherent manner,—soon fell asleep,—and awoke an idiot! Every effort that could be made by medical men, and every assurance of favour from his Captain, proved vain—he became a palpable, unreclaimable idiot, and shortly afterwards died of convulsions.

The consternation with which the capture of Rodrigo had filled the French army, made it paramouutly necessary for Lord Wellington to mask with the greatest caution his intended operation against Badajoz, but it nevertheless began to be whispered that such was his design;

indeed it required but little knowledge of the man, or of the splendid troops he commanded—now in that state of efficiency which no British army ever surpassed, and impressed with a feeling of their own decided superiority over those boasted and hitherto invincible legions, which the testimony of countless victories was sufficient to attest—to feel assured that such a general and such an army could not remain inactive, while it might be truly, and without bombast, said, that the fate of Europe depended in a great measure upon their exertions. But how was this to be effected? Not by remaining inactive in Portugal; but to advance into the heart of Spain, with such a fortress as Badajoz, (occupied by an enemy,) in their rear, would be next to madness; it therefore was palpably manifest that Badajoz must fall, or the British army and its general lose their character. Of all this, Lord Wellington was aware, and he adopted his measures accordingly. A powerful battering train, composed of guns supplied by the vessels of war in the Tagus, were embarked on board ships of heavy tonnage at Lisbon; those ships put to sea, to avoid suspicion, and when out of sight of the port, re-shipped the guns into vessels of a smaller size, which carried them up the Tagus. By this means, the entire train, with the necessary stores, were landed in a part of the country where animals could, without difficulty, be procured to drag them to the banks of the Guadiana, and by this finished *ruse* on the part of Lord Wellington, the enemy were ignorant of the formidableness of his means of attack. At Elvas, only three leagues distant from Badajoz, the Engineers were directed to cause a vast supply of fascines and gabions to be prepared, but this created no suspicion, because that fortress was an extensive one, and it might well be supposed that these materials were destined for its use. Those preparations were followed by others—if not as imposing in their aspect, of equal necessity to the success of the enterprise, and more complex in their execution—the forming of magazines at so difficult a season of the year, sufficient to supply an army of 50,000 men with food; but all was completed early in the month of March.

Lulled into security by the apparent supineness of his adversary, and also by the extensive works he had constructed for the defence of Badajoz, Soult had—or thought he had—little to apprehend for its safety. General Lacy, Engineer-in-Chief to the army of the South, was intrusted with the superintendence of the dispositions necessary for its defence, and this officer reported to the French Marshal that the place was amply garrisoned with chosen troops, amounting to five thousand men and upwards,—that it contained provisions for two months, and that the guns and mortars placed in battery, counted above two hundred pieces of ordnance of large calibre, in the best possible state, with a proportionate supply of ball and powder. The garrison was moreover commanded by General Count Phillippson, considered to be one of the best Engineers in the Imperial Army, and whose two recent successful defences had inspired the greatest confidence amongst his troops. Thus circumstanced, it may be fairly said, that never was place in a better state, better supplied, and better provided with the requisite number of troops. All this took place in the middle of February, and towards the end of that month it was known in the army that Badajoz was to be attacked.

(To be continued.)

CURSORY REMARKS ON COMETS.

"Hast thou ne'er seen the comet's flaming flight?
Th' illustrious stranger, passing, terror sheds
On gazing nations, from his fiery train
Of length enormous, takes his ample round
Through depths of ether; coasts unnumbered; worlds
Of more than solar glory; doubles wide
Heaven's mighty cape, and then revisits earth,
From the long travel of a thousand years."

WELL! here we are still! with the business of life proceeding as actively as ever:—farmers expecting their annual visits from Swing—proud lords, and still prouder commoners, lauding democracy—rioters and ranters eager for Church plunder—electioneering helots receiving their bonus in advance, lest the candidates should sneak off after the three days' drunkenness allowed by the new law—French and English in loving embrace—Don Pedro and Puppet Miguel not ditto—the march of seditious reading extending—and the world at large quite satisfied of its wonderful sagacity, and the utter ignorance of their predecessors. The dreaded midnight of this 29th of October has passed, and the business of man is uninterrupted by conflagrations or deluges, the predictions of which have scared the wits of half the grown gentlemen, ladies, and children of all ages in the kingdom! What alarm and terror! Some thought of seeking cavernous refuge, but the recollection of Buckland's discovery at Kirkdale deterred them;—others longed to be afloat, but then again, there was scarcely time to build Arkite boats, to embark all the beasts of the family; and a larger class thought most wishfully on the Jura' range, the Pyrenees, the Alps, and the Himalaya regions:—

"Terruit urbem,
Terruit gentes, grave ne rediret
Sæculum Pyrrhæ, nova monstra quæstæ:
Omne quum Proteus pecus egit altos
Visere montes."

And if, from the ability of astronomers in watching the motions of comets and foretelling eclipses, we exult in the extraordinary powers of intellect developed; so ought we to feel mortified at the "pig-headed" density so broadly displayed by numbers of the "educated" classes, on such advents. Thus many have been gazing with all their might for a glimpse of the present visitor. But how have they done it? Have they endeavoured to learn its place and particulars? No; as soon as the evenings sat in, they have been staring in the north and the east, the south and the west, for an object which is visible only a little before dawn, and is so faint as to be seen but with the most powerful telescopes. Others have actually fixed upon Jupiter, and perceived that he was running stem on for Great Britain; while a no less sapient set have been searching for the stranger in the vicinity of the sun, although he had passed the meridian six hours before that luminary; and this was performed by the profound optical contrivance of filling a green* bottle* with

* "There is nothing new under the sun." It must have been by this admirable method that some former philosopher detected the moon to be made of green cheese.

water, and peering through it! *Jam satis*. The ladies and children are, luckily, out of our province, or we might be inclined to consider their cases with compassion. But this mercy and moderation would not have been extended to the males, had the writer of this lucubration been an absolute monarch, and the offenders his subjects. Such of those criminals as had made a farce of education, by priding themselves in the mere prosody of Greek and Latin, and impudently remaining ignorant of everything else, should be parcelled out to hew stones for transit-piers, and delve mines for metal to make instruments with; part of their property should be confiscated for the support of observatories; and, till they could readily give an analytical demonstration of celestial trajectories, their food should consist of star-wort, sun-spurge, and moon-seed, mixed with Drosian sun-dew, and stirred with star-thistle; to this they might add the fruit of lunaria and sun-flowers, and, in cases of grace, be allowed to pick their teeth with the spikes of the barba-jovis.

By the word comet is meant, a heavenly body in the planetary region, moving in an eccentric orbit, with a motion sometimes direct, and at others retrograde. Being generally surrounded by a faintly luminous vapour, in the form of a border of hair, to which the name of *Coma* was given, the appellation has remained through all ages. As a comet approaches the sun, the coma becomes brighter, and at length shoots out with a long train of luminous transparent vapours, keeping in a direction opposite to the sun, and is called the tail. When a comet makes its appearance, it is only for a very short period, seldom exceeding a few months, and sometimes only a few weeks. Instead of moving from west to east, like the planets, in orbits, making small angles with the ecliptic, they are observed to cross it at all angles, while their progress is more rapid, and their change of apparent magnitude is much more remarkable than those of planets. On retiring from the sun, the tail decreases; and those comets which never approach very near to the centre of our system, have nothing but a coma or nebulosity round them during the whole time of their continuance in view. The length and form of the tail are very different: sometimes it extends only a few degrees, and at others to more than ninety; for that of 1618 is said to have subtended an angle of 104° : so that while the body might have dipped below the horizon, the tail would still reach over the zenith, and beyond it. In others it consists of diverging streams of light. One which appeared in 1744 consisted of six of these streams, all proceeding from the head, to a distance of three millions of leagues, and all a little bent in the same direction; and the beautiful one of 1811 was composed of two diverging beams of pale light, slightly coloured, which made an angle of fifteen or twenty degrees, and sometimes much more. Both of these were a little bent outward, and the space between them was comparatively obscure. This tail was 13,185,200 geographical miles in length. The apparent difference in the length and lustre of the tail of comets, has given rise to a popular division of these singular bodies into three kinds; viz., *bearded*, *tailed*, and *hairy*; but this division rather relates to the several circumstances of the same comet, than to the phenomena of different ones. Thus, when the comet is east of the sun, and moves from him, it is said to be

bearded, because the light precedes it in the manner of that crinite appendage; when it is west of the sun, and sets after him, it is said to be tailed, because the train of light follows it in that form; and when the sun and comet are diametrically opposite, the earth being between them, the train or tail is all hid behind the body of the comet, except the extremities, which, being broader than the body, appear to surround it like a border of hair, or coma, and on this account is called hairy. But comets have been observed, whose disc has been as clear, round, and sharply defined, as that of a planet, without either tail, beard, or coma. Some of these appeared of the magnitude of the bright stars, and some immensely larger. That which Hevelius observed in 1652, did not seem to be less than the moon, though it was very deficient in splendor; and Seneca relates, that one which appeared after the death of Demetrius, king of Syria, was but little inferior in magnitude to the sun himself, being a circle of red fire, sparkling with such a light as to surmount the obscurity of the night. And he describes an enormous one which he himself saw, in the "happy reign" of Nero, for six months together. Most comets, however, have dense and dark atmospheres surrounding their bodies, which weaken the sun's rays that fall upon them: but within these the nuclei appear, which, though sometimes not opaque, are often of sufficient splendor to justify a belief in their solidity.

The conjectures which have been advanced respecting the nature and cause of the comet's tail, are not only curious, but plausible and ingenious. Tycho Brahe, the illustrious but unfortunate Danish philosopher, supposed it to be occasioned by the rays of the sun passing through a diaphanous nucleus. Kepler thought it was an atmosphere driven behind the comet by the force of solar rays. Newton maintained that the tail was a thin vapour, furnished by the atmosphere of the body,* ascending by means of the sun's heat, as smoke does from the earth; but this hypothesis was founded on the supposition which then prevailed, that the sun was a body of fire; but as the truth of this supposition has been doubted by some, and abandoned by others, it is not stoutly advocated. Euler was persuaded that the tail is produced by the impulse of the solar rays driving the atmosphere from the comet; and, therefore, there is a great affinity between these tails, the zodiacal light, and the aurora borealis. Most of the present reasoners seem to consider them to be of electric matter; and this would account for the undulations, and other appearances which have been noticed. Seneca is the earliest we remember to have recorded their having been seen through. It is with this splendid appendage in view that Thomson wrote:—

"Lo! from the dread immensity of space,
Returning, with accelerated course,
The rushing comet to the sun descends:
And as he sinks below the shading earth,
With awful train projected o'er the heav'ns
The guilty nations tremble."

* By the doctrines of this philosopher, a cub'c inch of common air, at the distance of half the earth's diameter, would necessarily expand itself so far as to fill a space larger than the whole region of the planets.

The rarity of their occurrence, together with the seeming irregularity of cometary phenomena, have given a difficulty and even mystery as to their nature, which has perplexed philosophers from B.C. 4004 to A.D. 1832. Aristotle gave a death-blow to the reveries of some of his predecessors, by declaring comets to consist of exhalations raised to the upper regions of the air, and there set on fire. This was a poor origin for such magnificent celestials; yet it obtained with the Peripatetics, and endured for ages. There were, however, as Pliny tells us, some among the ancients "who had juster notions;" who took these stars to be perpetual, and believed they moved in their proper orbits, but were never seen unless when left by the sun. Anaxagoras and Democritus also advocated a heavenly origin for comets. The Chaldeans seemed of opinion that they were lasting bodies, which had stated revolutions as well as the planets, but in orbits considerably more extensive, on which account they are only visible when near the earth, but disappear again when they ascend into the higher regions; this, however, is not incontestible: for Epigenes declared, that the Chaldees thought comets were caused by storms. Pythagoras taught that they were wandering stars, disappearing in the superior parts of their orbits, and becoming visible only in the lower parts of them. Seneca intimates that he thought them to be above the moon; that by their rising and setting there was something in common between them and the stars, and declares his belief that, instead of being casual fires, they are amongst the eternal works of nature. "But why," said he, "do we wonder that comets, so rare a worldly spectacle, are not yet restrained by certain laws, and that their beginnings and endings should not be known, of which there are returns at no great intervals? There are not yet fifteen hundred years past since Greece numbered and named the glittering stars; and there are many nations who, to this day, know not the heavens but by sight, that as yet are ignorant why the moon wanes, or undergoes eclipses; and even amongst us these things have been but lately reduced to a certainty. The time will come when those things which are now concealed shall be brought to light by time and the diligence of future ages. A century is too short for searching those secrets, and all the years of man are required in the contemplation. Is it not grievous that we divide this brief span between serious and frivolous occupations? The time shall come when our posterity will wonder that we were ignorant of things so manifest." And in a still more remarkable spirit of prophecy does this philosopher, in *Quæst. Nat.*, l. vii. c. 26, thus predict the coming of a Newton:—"Erit qui demonstret aliquando, in quibus cometæ partibus errent; cur tam seducti a cæteris errent, quanti qualesque sint."

This promising state of inquiry fell into the decline which all knowledge experienced, in the dark times which accompanied the fall of Rome, and which continued till Bacon, by his *Novum Organum*, and those other splendid fragments of the *Magna Instauratio*, boomed off the quiddities of the Irrefragable Doctors of the middle ages. Still, while other objects of science were resuscitating, the cometary phenomena were consigned to the prurient imaginations of moon-struck marvellers, as had been the case in the days of Homer, who says—

"As the red comet from Saturnus sent,
 To fright the nations with a dire portent,
 (A fatal sign to armies on the plain,
 Or trembling sailors on the wintry main,
 With sleeping glories glides along in air,
 And shakes the sparkles from his blazing hair."

Paracelsus, that eccentric and bombastic *spagiric*, gravely insisted that comets were composed by angels, or spirits, expressly to foretel good or bad events. The learned and illustrious Kepler, whose mathematical powers enabled him to be plausible as to their motions, was weak enough in his judgment to suppose them monsters which generated in the celestial ether, by an animal faculty, in vast numbers, like fishes in the ocean! "Quandoque bonus dormitat Homerus." The sentiments of Bodin, a learned French writer of the sixteenth century were yet more absurd; for he maintained that comets are spirits which have lived upon the earth innumerable ages, and being at last arrived on the confines of death, celebrate their last triumph, or are called to the firmament like shining stars! They were long and largely regarded as the prodromi of plague, defeat, famine, floods, wrecks, and other desolating calamities; and they were held in amicable alliance with astrology, magic, geomancy, and all the other branches of mystical imposture; nor are the mists of superstition and prejudice yet wholly evaporated. "Experience," quoth old John Gadbury, "is an eminent evidence, that a comet, like a sword, portendeth war; and an hairy comet, or a comet with a beard, denoteth the death of kings." The latter event seems to have formed the principal occupation of these mazy messengers, for the aforesaid sage gives us an historical register of their consequences for a period of upwards of six hundred years, an account which he sums up thus, but in large Roman capitals: "As if God and Nature, intended, by comets, to ring the knells of princes*, esteeming the bells in churches upon earth not sacred enough for such illustrious and eminent performances." Many, who disregarded the uniform sublimity of the azure expanse in general, were startled at eclipses, meteors, and cometary bodies; and to put the evil omen in its proper bearing, we may adopt the language of an old poet:—

"The blazing star,
 Threatening the world with famine, plague, and war:
 To princes death; to kingdoms many crosses;
 To all estates inevitable losses;
 To herdsmen, rot; to ploughmen, hapless seasons;
 To sailors, storms; to cities, civil treasons."

And Milton, who lived after the days of Tycho Brahe and Galileo, and was at once learned, sensible, and philosophic, meets the popular prejudice thus:—

"Satan stood,
 Unterrified, and like a comet burned,
 That fires the length of Ophiuchus huge,
 In th' æthere sky, and from its horrid hair
 Shakes pestilence and war."

* Shakespeare, though he makes the Duke of Bedford suppose that comets import change of time and states, says—

"When beggars die, there are no comets seen."

The Aristotelian doctrine, of comets being meteors existing in our atmosphere, was again prevalent till the days of Tycho Brahe. This excellent astronomer supported a true hypothesis on the subject: he averred that a comet had no sensible diurnal parallax, and therefore was not only far above the regions of our atmosphere, but much higher than the moon; that few have come so near the earth as to have any such motion, yet they all exhibit an annual parallax; the orbital revolution of the earth causes their apparent motion to be very different from what it would be, if viewed from the sun, which demonstrates that they are much nearer than fixed stars, which have no parallax. Tycho, indeed, was in some measure preceded by Kepler; but though the latter supposed comets to move freely through space, he could not precisely determine the tenor of the motion. He was followed by Hevelius, who, from his own accurate observations, concluded that they moved in parabolic trajectories.

James Bernoulli, the head of the celebrated knot of Swiss philosophers of that name, a man who "traversed the stars against his father's inclination," formed a rational conjecture upon these wanderers. He viewed comets as the satellites of some most distant planet, which, either from its remoteness, or smallness, is invisible to us; but that several satellites move round him, some of which descend as low as the orbit of Saturn, and become visible in their perigæum. Hevelius thought, like the solar maculæ, that comets are formed and condensed out of the grosser exhalations of the solar body. Descartes, to suit the general motion of his atomic universe, advanced another opinion: he held that comets are only stars, which were formerly fixed, like the rest, but becoming gradually covered with spots, and at length wholly deprived of their light, cannot keep their places, but are carried off by the vortices of the circumjacent stars; and in proportion to their magnitude and solidity, move in such a manner as to get within the reach of the sun's rays, and thereby become visible.

But the insufficiency of these hypotheses is now proved by the observations which have been made on those bodies, in times still more recent; and particularly by our illustrious countrymen, Newton and Halley. According to the theory of the former, comets are compact, solid, and durable; in fact a species of planets, which move in very oblique and eccentric orbits in every direction, with the greatest freedom, persevering in their motions even against the course and direction of the planets. So long as their velocity is increased, they move nearly in great circles; but towards the end of their course, they deviate from those circles; and as often as the earth proceeds one way, they go the contrary way: They move in ellipses, having one of their foci in the centre of the sun, and by radii drawn to the sun, describe areas proportionable to the times. As to their magnitudes, the estimates have not been sufficiently accurate for dependance; for it does not appear that a proper distinction has yet been made between the nucleus and its atmosphere. It is true, that obstacles have presented themselves to baffle inquiries which were purely theoretical; but, by legitimate hypotheses, which approximate to the truth, results are obtained, which, if not strictly true, are sufficiently correct to act upon with great certainty.

The indeterminateness of the places of cometary orbits, together,

with their apparently indefinite angular inclination to the plane of the ecliptic, their eccentricities, and the direction of their movement, form a striking circumstance in the solar system; and one from which it has been inferred that different final causes must have presided over the formation and destination of the planets and comets. In the determinations to which the former are subject, it is seen that the orbits are nearly circular, and but little inclined; that all of them, both primary and secondary, move from west to east, and all those, the rotation of which we have been able to observe, turn their axis in the same direction. "Thus," said the highly-gifted Laplace, "the planetary system displays to us forty-two movements in this course, and it is four millions of millions to one, that this arrangement was not owing to chance." Hear this, ye who think

"We mortals stalk, like horses in a mill,
Impassive media of Atomic will!"

Numerous and plausible, as well as wild and visionary, have been the cogitations as to the object and uses of comets. We have glanced at the fear and trembling which pervaded the superstitious herd at such portentous harbingers; and we have now to notice the speculations of superior minds, which also owned the power of dread, though from a different motive—the apprehension of a physical injury to our globe. Sir Isaac Newton after showing the immense atmosphere of comets, and its dilatation, thinks when the vapours are thus rarified and diffused through space, they may gradually, by means of their own gravity, be attracted down to the planets, and become intermingled with their atmospheres. By this, the moisture spent in vegetation would be recruited; "and I suspect," adds the immortal philosopher, "that the spirit which makes the finest, subtilest, and the best part of our air, and which is absolutely necessary for the life and being of all things, comes principally from the comets. So far are they from portending any hurt or mischief to us, which the natural fears of men are apt to suggest, from the appearance of anything that is uncommon and astonishing." Another use which he conjectured comets may be designed to serve, is that of recruiting the sun with fresh fuel. Whiston who was both a learned man and a mathematician, considered comets as intimately connected with the world. His opinion was, that the great comet of 1680 was instrumental, at the earth's cosmogony, in giving the globe its diurnal rotation, by striking it obliquely; that afterwards a near approach of the same body enveloped us in its tail, and occasioned the deluge; and that by another advance, after being heated to an immense degree in its perihelion, it would cause the final consummation of all things, by the general conflagration; a persuasion of which has pervaded both Christians and Heathens, the former inspired by the testimony of sacred writings, and the latter from the earliest tradition. But notwithstanding the ingenuity, and even probability of these and other hypotheses, there is yet little in any one of them to entitle it to estimation above the others; and until multiplied observations shall have added to the imperfect knowledge which we at present possess of these bodies, it is perhaps better not to give a decided preference to any of them. For as Sir William Herschel very justly observed, "Many of the operations of nature are carried on in her great laboratory, which

we cannot comprehend; but now and then we see some of the tools with which she is at work. We need not wonder that their construction should be so singular as to induce us to confess our ignorance of the method of employing them, but we may rest assured that they are not mere *lusus naturæ*. I allude to the great number of small telescopic comets that have been observed; and to the far greater number still that are probably too small for being noticed by our most diligent searches after them. Those six for instance, which my sister has discovered, I can, from examination, affirm, had not the least appearance of any nucleus, and seemed to be mere collections of vapours condensed about a centre. Five more that I have also observed were nearly of the same nature. This throws a mystery over their destination, which seems to place them in the allegorical view of tools, probably designed for some salutary purposes to be wrought by them; and whether the restoration of what is lost to the sun by this emission of light, may not be one of the purposes, I shall not presume to determine. The motion of the comet discovered by M. Messier, in June, 1770, plainly indicated how much its orbit was liable to be changed by the perturbation of the planets; from which, and the little agreement that can be found between the elements of the orbits of all the comets that have been observed, it appears clearly that they may be directed to carry their salutary influence to any part of the heavens."

———" To shake
Reviving moisture on the numerous orbs
Through which his long ellipsis winds; perhaps
To lend new fuel to declining suns,
To light up worlds and feed th' eternal fire."

The number of comets which has been recorded, with more or less attention, amount to upwards of four hundred; but not one-third of these have been observed with such accuracy as to allow the elements of their orbits to be ascertained*. Halley, whom we claim as a naval captain, following the theory of Newton, set himself to collate all the observations which had been made upon those wandering bodies previously to 1680, and calculated the elements of twenty-four of them. The results were satisfactory and singular: with but few exceptions they had passed within the earth's shortest distance from the sun; and the greater portion had moved in a retrograde or opposite path to the planets. While the sagacious philosopher was industriously occupied with the laborious inquiry, this *problema longe difficillimum*, the comet of 1682 fortunately made its appearance, and he observed it with such skill as to determine its orbital inclination, the position of its line of nodes, and the longitude, distance, and time of its perihelion. With these precious elements, he soon detected the striking resemblance between it and the comets recorded in 1607, 1531, and 1456, and came to the conclusion that they were one and the same body revolving in an elliptical orbit round the sun, in a period of seventy-five or seventy-six years. From a slight variation which he found in this period, he con-

* The comets that have been observed, have made their passages through very different parts of the solar system:—twenty-four passed within the orbit of Mercury; forty-seven within that of Venus; and fifty-eight within that of Tellus; seventy-three within that of Mars; and the whole within that of Jupiter. "

sidered the orbit might have been influenced by the attraction of the remote planets; and after making an allowance, *levi calane*, for the effect of Jupiter, boldly pronounced that it would reappear towards the end of 1758, or the beginning of the following year. This announcement was received with extraordinary interest, as a text for deciding whether those bodies obeyed the general laws of nature, with permanence and regularity; and the consequent triumph of the Newtonian doctrines, proved the infinity of the Creator's power:

"At his command affrighting human kind,"
Comets drag on their blazing length behind;
Nor, as was thought, do they at random rove,
But in determined times, through long ellipses move.

It was now no longer doubted, that the comet observed in each of these years was the same, although its appearance was very different. In 1456, with a tail of sixty degrees in length, it affrighted all Europe; and to its influence were ascribed the rapid successes of Mahomet II., which then threatened Christendom. When it was seen in 1531, it was of a bright gold colour; in 1607 it was dark and livid; in 1682 it was bright; and in 1759 it was pale and obscure. Indeed, it was then so near the horizon, that Messier, who had been searching for it two whole years, detected it with some difficulty in his four feet and a half Newtonian reflector: it afterwards became brighter, but, though tolerably large, was ill defined. A new body was thus added to our solar system; and this being determined, both by theory and proof, analogy assumed the condition for all the other comets.

Halley, however, did not live to see the verification of his noble prediction; having sunk, full of age and honour, seventeen years before the event. In the meantime a triumvirate of illustrious mathematicians, Clairault, Euler, and d'Alembert, engaged themselves in solving the question of the "three bodies;" that is, to determine the paths described by three bodies, projected from three given points, in given directions, and with given velocities, their gravitating forces being directly as their quantities of matter, and inversely as the squares of their distances. The object of this problem is to find their disturbing effects upon each other. Clairault having succeeded in obtaining a solution, applied it to the calculation of the influence of Jupiter in Halley's prediction, and added that of Saturn. The results were, that the comet would be retarded one hundred days by the attraction of Saturn, and five hundred and eighteen by that of Jupiter, so that it would not come to the perihelion till the 13th of April, 1759. "Any one may think," said he, "with what caution I venture upon this publication, since so many small quantities, unavoidably neglected by the methods of approximation, may very possibly make a month's difference." That the comet appeared in December, 1758, and reached its orbital point nearest the sun on the 13th of March in the succeeding spring, or thirty days before it had been expected, only inspires reverence for the profound computation, and the prodigious labour employed; and when we have seen that the philosopher did but approximate the force of Saturn, and was not aware of the existence of Uranus, we may fearlessly pronounce the "incidents" of this comet, to be one of the greatest intellectual victories of man!

To comprehend the delicacy of these inquiries, we may mention that

In the ordinary theory of the planetary perturbations, the eccentricity, and inclination being small, it is convenient to expand the expressions into infinite series of co-sines of multiples of the mean longitudes,—the co-efficients proceeding by powers of the eccentricities and inclinations. But in the case of a comet, where these elements are so considerable, a finite expression must be used; and this can be obtained only by keeping one in the form of a function of the true longitudes and radii vectores. But the accurate integration of all the consequent expressions is hardly possible, and the computer is therefore driven to the method of integration by quadratures. For this purpose the value of the differential co-efficients are calculated for small intervals of time, each is multiplied by the length or number of units which that interval contains, and all the products are added. It will be seen that this is an intricate, laborious, and tugging operation; one which requires the full energy of an elevated mind to undertake, for the use of the few who derive real interest from such abstruse subjects, and the still smaller number of persons who can follow their recondite reasonings.

The great comet of 1680, was supposed by Dr. Halley to have a period of 575 years, and to be the same that appeared B.C. 44, at the death of Julius Cæsar; again in the reign of Justinian, A.D. 531; and in 1106, in the reign of Henry I. At all of these periods, appearances of a great and terrible comet are recorded, but no such observations have been made on them as to ascertain their elements. It is supposed to have approached nearer to the sun than any other that is known, being about 572,000 miles at its perihelion, whilst its aphelion distance was not less than 11,200,000,000 miles. It descended to the sun with velocity of 880,000 miles per hour, almost perpendicularly, and ascended in the same manner, remaining in sight for four months, with a tail of 41,000,000 of leagues in length! It was by this tremendous comet that Sir Isaac Newton proved the fallacy of the hypothesis which supposed such bodies to consist of solar exhalations: for the heat of the sun is as the density of its rays, or reciprocally as the square of the distances of places from the luminary. Wherefore, since the distance of the comet, on the 5th of December, was observed to be to the distance of the earth from the sun as 6 to 1000; the sun's heat in the comet at that time, was to his heat with us at midsummer, as 1,000,000 to 36. Now the heat of boiling water being little more than three times that of our dry earth, when exposed to the midsummer rays; and assuming the heat of red-hot iron to be above three or four times that of boiling water, he concluded that the heat of the body of the comet, in its perihelion, must be near 2000 times as great as that of red-hot iron. A globe of red-hot iron, of the dimensions of our earth, would scarcely be cool in 50,000 years. If then the comet be supposed to cool 100 times as fast as that metal, yet, since its heat was two thousand times greater, if it were the same magnitude with the earth, it would not cool in a million of years.

In the present state of astronomy, the principles of cometary phenomena are such, perhaps, as are most likely to lead to new results respecting the constitution of the world. We have seen that comets obey the laws of attraction; but the perturbations of their orbits, though much simplified since the days of Clairault, are computed with such difficulty, that their theory is yet in infancy. Still less do we understand their

physical modifications; and whether they be actually permanent bodies, or whether they are occasionally generated by the collapse of nebulous matter, is a question which posterity must decide. All that hath yet been discovered with certainty is, that their masses are so small as to render the influence of their attractions altogether insensible; and the knowledge of this fact, effectually removes every cause of alarm for the safety of the terrestrial orbit and axis of rotation: yet it cannot be denied, that though a collision is so improbable that the chances are nearly as three thousand millions to one, such a shock is still possible*. The strange comet of 1770 passed through the system of Jupiter, without deranging the motion of the satellites; but there is proof, from unimpeachable investigations, that its own path was lengthened by proximity to the vast body of that planet. Nor is it possible to form any idea of the amazing number of these erratic cruisers: almost all those which are visible, come within the orbit of the earth; and if it be assumed that they are equally distributed in space, the number actually recorded would lead to the inference that not less than 250,000 approach nearer to the sun than the planet Uranus!

Besides Halley's comet, which is to reappear about the middle of November 1835, and that of 1680, there are two other comets of long intervals, of which something like a return has been traced. One of these passed its perihelion, or summit of its ellipse nearest the sun, on the 6th of July, 1264; and again on the 1st of April, 1556; thus its period is about two hundred and ninety-two years, and it may be expected sixteen years hence. The second, whose identity has been inferred, appeared in 1532, and again in 1661, denoting a period of about one hundred and twenty-nine years; but in 1790, though three comets appeared, neither of them resembled the one expected. Still we cannot reason upon these as instances; for, as they travel far into space, their time of revolution, and form, and position of orbit are not sufficiently known for reliance;—nor can we presume to estimate how these incipient worlds may be affected by physical causes, beyond the limit of our present knowledge.

In this dilemma, it has most opportunely happened, that two comets of short periods have been recently discovered and reduced to law; and we consider that, as both of them are telescopic objects which have been detected, found amenable to gravitation, and have appeared to their predicted returns with unerring punctuality, these interesting discoveries may be proudly placed in the van of modern astronomy. They both seem faint masses of vaporous matter, barely corporeal, and but slightly luminous; and it is not a little wonderful to see such dim mists—"whose parts," says Sir J. Herschel, "can have no more cohesion than the floating particles of the lightest fog"—borne along by their

* As a specimen of the distant probability of such a bore, Olbers computed that after a lapse of 83,000 years, a comet will approach the earth to the same proximity as the moon; after 4,000,000 years, it will reach within 7,700 miles;—and then, if its attraction equals that of the earth, the waters of the ocean will be elevated 13,000 feet, and cause a second deluge. After 220,000,000 years, it will clash with the globe,—but whether it would, even then, reduce this beautiful frame to its original chaos, remains to be seen. We may add that, in the present instance, weighing all the elements, 2500 years must elapse before a *near approach* to Biela's comet is probable: but many thousands of years may pass without its happening,—leaving *collision* out of the question.

inertia, and commanded by their gravity, with all the exact regularity of the denser planets.

The first of these familiars is stamped with the name of the indefatigable Encke, who considered the elements of its orbit in 1818. By the researches which he then instituted, he was enabled to identify it with the comet found by Messrs. Mechain and Messier, in 1786, in Aquarius; but these gentlemen having observed it only twice, were unable to afford materials for computation. It was then seen by Miss Herschel at Slough, in 1795, in the constellation Cygnus; and Dr. Herschel perceived a small star through its middle, with very little diminution of brightness. In 1805, Pons, Huth, and Bouvard, discovered it on the same day. In 1819, Pons got sight of it again. Hitherto it was supposed that the four comets were different, but Encke not only pointed out their identity, but also showed that an elliptic orbit agreed better with each set of observations, than a parabola. The investigations of the diligent professor enabled him to foretel its reappearance in 1822, and to state the probability of its not being observable in our latitudes. This anticipation was realized by the fortunate circumstance of a man ruling a colony, in the southern hemisphere, who was at once a distinguished officer, and a profound philosopher. We allude to our friend, Lieutenant-General Sir Thomas Brisbane, who being then governor of New South Wales, had fitted up an observatory, and appointed Mr. C. Rumker his assistant. To the gratification of all the astronomical world, the comet was seen by the latter, on the 2d of June 1822, and the accurate observations which were made, afforded Encke the means of reconsidering its elements, and, with additional confidence, to compute its return for 1825. Still there appeared to be some unknown cause for uncertainty; the possible derangements it would suffer from planetary influences, had been duly calculated, yet, at each reappearance there was a difference between the prediction and observation, and always on the same side. The supposition therefore, that the heavens oppose a gaseous ether, or resisting medium, to the motion of bodies, became necessary to reconcile all the anomalies*. This subject was ably discussed by M. Mossotti, in the *Memoirs of the Astronomical Society of London*,—a society which had shown the liveliest interest in this advent, and which awarded their gold medal to Professor Encke, Sir Thomas Brisbane, and Mr. Rumker, in acknowledgment of their services.—The comet was again generally observed in Europe in 1825, and 1828; and the circumstances of the last appearance were particularly favourable for determining the influence of Jupiter's mass, and the absolute amount of the retardation which the other observations had left undetermined. The orbit is an ellipse of comparatively small dimensions, wholly within the orbit of Jupiter; its period is 1210 days, or about three years and three-tenths, and its retardation from resistance amounts to about two days in each revolution. Thus has this obscure object revealed the secret of a rare medium filling space, of which the planets gave no indication, they performing their motions as in a perfect vacuum; and it may yet open other views of importance and grandeur.

* Dr. Olbers said, "The exemption of the dense and solid bodies of the planets from any sensible effects of resistance, in the interplanetary spaces, proves nothing with respect to comets, which occupying, perhaps, a volume 1000 times as great, may have masses 1000 times as small."

It was seen last June by M. Mossotti, who has settled at Buenos Ayres; and we have just received a letter from Mr. Henderson, announcing that he got hold of it at the Cape of Good Hope Observatory, on the 2d of June, a month after its perihelion, and watched it several mornings, till the moon rendered it invisible. Both these observers remark, that it seemed more faint than at its last return; but this might depend upon optical and local circumstances. We ourselves made desperate attempts to catch it in the spring, but it sunk into the vapours above the south-west horizon too early to allow of it.

We should not omit a remarkable fact elicited by this wondrous object. Helvelius had boldly given his opinion that the diameters of cometary nebulosities increased in proportion as comets receded from the sun;—an opinion in which he was partly joined by Pingré, although it was difficult to believe that a mass, plunging into colder regions, should expand rather than condense. But the truth of the theory was proved by the variations which the real diameter of Encke underwent in 1828. It was found that on the 28th of October, the comet was nearly three times farther from the sun than on the 24th of December, but that notwithstanding this, the real diameter of the nebulosity was about twenty-five times greater at the first date, than at the second.

The second comet of “short period,” is that which is now exciting the curiosity of some, and the dread of others; and this excitement is to last nearly till Christmas, if it survives the nine days allowed to public topics of discourse. It was discovered by Captain Biela, at Johannisberg, on the 27th of February, 1826, and was seen ten days after by our energetic friend, M. Gambart, at Marseilles, and by several others. As this encouraged the anticipation of much astronomical gratification, it promoted immediate inquiry, and it was found to possess similar claims to attention with that of Encke; and having established the fact of its being periodical, it became necessary to substitute elliptical elements for parabolic, in order to determine the time of its revolution to the most rigid accuracy. In this calculation an anomaly appeared in its return, which at first puzzled the computers,—one interval was found to be of 2460 days, and the other 2469,—but this was soon detected to be owing to the action of Jupiter, near which it had passed in 1782, 1794, and 1807; allowing for these influences, and a similar one in May, 1831, the elements showed that its period is six years and seven-tenths, and that it would cross the plane of the tellurian ecliptic a little within our orbit*, at midnight on the 29th of October, 1832, about a month before us. The announcement of this in Paris,—a city especially accessible to apprehensions,—gave an alarm like the prediction of a deluge or a conflagration; and even the talents of Arago were called in requisition by the French government to allay the public dread of its impinging upon the earth, and breaking it in pieces. And this by the agency of an object, which will be more than 200 times the moon’s distance from us; which must have crossed the earth’s path 1700 times since the creation, unheeded; and which is of so faint a constitution, that it can be seen only in telescopes of extraordinary size and performance. It is certainly true, that a portion of

* In more express terms, it passed a point in our orbit, at about $2\frac{1}{2}$ diameters of the earth’s distance, that is, something more than 18,000 miles; and it glided along with an hourly motion of 102,300 miles.

our orbit may be actually enveloped at this moment in the comet's perbulosity; but that orbit is not a material substance; and none but dogs in the manger would object to its being used, while we are not there, Olbers, indeed, so far back as April the 24th, 1826, gave his opinion upon this very subject:—"It may be scarcely necessary to remark, that this *possible*, but not probable, contact between our globe and the comet, need occasion no fear, if ever it take place, of any unpleasant consequence to the earth, or its inhabitants. It can have only a very insignificant influence even on the climate."

Some comets have come very near the earth, particularly one which appeared in 1472, and another in 1760. The former of these, it is said, moved over an arc of 120° in one day, having a parallax above twenty-times greater than the sun's; and the latter 41° in the same space of time. These extraordinary changes can scarcely be accounted for on any other principle than their proximity to our globe. Yet neither of these, nor even one, which, according to accounts which we own are rather vague, approached so close to the earth, in 1454, as to eclipse the moon, produced any sensible effect upon us. Casdan describes a comet in open daylight, at Milan, in 1552; and that of 1774 is said to have been more resplendent than Sirius when it first appeared; and that in three weeks, it nearly equalled Venus in splendour. The comet of 1770 passed within 1,806,000 miles, or only six times the distance of the moon from us, and is one of the nearest approaches of which we possess trustworthy record. But, hitherto, none has threatened the earth with a closer appulse than that of 1680; for, by calculation, Halley found that at six minutes after one o'clock on the 11th of November of that year, the comet was not above one semi-diameter of our globe to the northward of our path; at which time had the earth been in that part of its orbit, the wanderer would have had a greater parallax than the moon. As for the consequences, we can offer no conjecture, except that from the extreme tenuity observed in these bodies, the danger seems principally to depend upon the force of attraction; so that whether we should be dashed into Asteroïds, or be transported outside Uranus, is a problem. La Place says, they pass us so rapidly, that the effect of their attraction is not to be feared, but he gives us a view of the consequences of a shock from a giant comet:—"The axis and rotatory motion being changed, the seas abandon their former position, and rush to the new equator; great part of the men and animals are drowned in this universal deluge, or destroyed by the violent stroke impressed on the terrestrial globe; entire species annihilated; all the monuments of human industry swept away:—such are the disasters might ensue."

As to the old notion of their fiery properties, the ideas we have already submitted, and the fact of many of them being so transparent as not to hide the stars whose discs they transit, goes far to prove their comparative insignificance. They have not exercised the slightest influence upon us, since astronomy has been able to prove our relative position in the system; nor is there a trace of the existence of such effects, upon any authentic record. Another well-established fact is, though as in that of 1811, it is commonly supposed that harvests are assisted by the calorific presence of comets, insomuch that "comet wines" have had distinct bins allotted to them in cellars, yet they

have no power whatever in imparting heat. Some observers were led to suppose that the equilibrium of our atmosphere was slightly disturbed on that occasion; but they could hardly have been aware that the intruder was never nearer the earth than forty-seven millions of leagues; that its light was not equal to a tenth part of that of the moon; and all the efforts to concentrate its rays, did not produce the slightest effect on the blackened bulb of the most sensitive thermometer. M. Arago instituted a comparison of the registers kept in the observatories of Europe, and found neither that, or any other comet, could have had any effect on our seasons. "The year 1808," says he, "may be reckoned amongst the cold years, although few have produced so many comets; and 1831, in which there was no comet, enjoyed a much higher temperature than in 1819, when there were three comets, one of which was very brilliant." In 1825, no fewer than five comets appeared in the compass of one month; yet, though it was a warm year, there was nothing especially remarkable in the meteorology of the globe.

Still many of the public, and especially of the fair sex, have been scared out of their wits at the prospect of a crash this evening; and the alarm has been heightened by the dicta of newspaper philosophers, and the general error of coupling this comet with the long-predicted one of Halley. Now the danger, if any, could arise only from attraction—by emanations of luminous rays—or by the gaseous nebulousity of the tail, in which we might be involved through the whole of November. This latter would probably exercise an influence in slightly disturbing the balance of our atmospheric electricity, and occasion fevers, pains, and rickety joints; but in the present instance we may discard the alarm, since Biela has no more tail than Tam O'Shanter's mare; and, moreover, its body will not be nearer than fifty millions of miles,—a distance easily borne in mind, on recollecting that the moon is only two hundred and forty thousand from us. We therefore advise our friends to think no more about it, except as an interesting topic for discussion and study: we can promise them all, as far as the dreaded comet is concerned, safety through the month of November; and we augur health and merriment at the ensuing Christmas:

"That those who have met with this mental relief,
May fall to their gambols, plum-pudding, and beef."

We hope the reader has already perused the curious vision of Sir Humphry Davy in the opening of "The Consolations in Travel,"—but cannot omit to subjoin a remarkable conversation that took place between Sir Isaac Newton and his friend and nephew, Mr. Conduitt, as recorded by the latter:—

"I was, on Sunday night, the 7th March, 1724-5, at Kensington with Sir Isaac Newton, in his lodgings, just after he was come out of a fit of the gout, which he had had in both his feet, for the first time, in the eighty-third year of his age. He was better after it, and his head clearer, and memory stronger, than I had known them for some time. He then repeated to me, by way of discourse, very distinctly, though rather in answer to my queries, than in one continued narration, what he had often hinted to me before. viz. that it was his conjecture (he would affirm nothing), that there was a sort of revolution in the heavenly bodies; that the vapours and light emitted by the sun, which had their sediment as water, and other matter, had gathered themselves by degrees into a body, and attracted more matter from the planets, and at last made a secondary planet (viz. one of those that go round

another planet), and then, by gathering to them, and attracting more matter, became a primary planet ; and then, by increasing still, became a comet, which, after certain revolutions, by coming nearer and nearer to the sun, had all its volatile parts condensed, and became a matter fit to recruit and replenish the sun (which must waste by the constant heat and light it emitted), as a faggot would this fire if put into it (we were sitting by a wood fire), and that that would probably be the effect of the comet of 1680, sooner or later, for, by the observations made upon it, it appeared, before it came near the sun, with a tail only two or three degrees long ; but, by the heat it contracted in going so near the sun, it seemed to have a tail of thirty or forty degrees when it went from it ; that he could not say when this comet would drop into the sun ; it might, perhaps, have five or six revolutions more first, but, whenever it did, it would so much increase the heat of the sun, that this earth would be burnt, and no animals in it could live. That he took the three phenomena seen by Hipparchus, Tycho Brahe, and Kepler's disciples, to have been of this kind, for he could not otherwise account for an extraordinary light, as those were, appearing all at once among the fixed stars (all which he took to be suns, enlightening other planets, as our sun does ours), as big as Mercury or Venus seems to us, and gradually diminishing for sixteen months, and then sinking into nothing. He seemed to doubt whether there were not intelligent beings, superior to us, who superintended these revolutions of the heavenly bodies, by the direction of the Supreme Being. He appeared also to be very clearly of opinion, that the inhabitants of this world were of a short date, and alleged, as one reason for that opinion, that all arts, as letters, ships, printing, needles, &c. were discovered within the memory of history, which could not have happened if the world had been eternal ; and that there were visible marks of ruin upon it, which could not be effected by a flood only. When I asked him how this earth could have been re-peopled, if ever it had undergone the same fate it was threatened with hereafter by the comet of 1680, he answered, that required the power of a Creator. He said, he took all the planets to be composed of the same matter with this earth, viz. earth, water, stones, &c. but variously concocted. I asked him, why he would not publish his conjectures as conjectures, and instanced that Kepler had communicated his ; and though he had not gone near so far as Kepler, yet Kepler's guesses were so just and happy, that they had been proved and demonstrated by him. His answer was, 'I do not deal in conjectures.' But, upon my talking to him about the four observations that had been made of the comet of 1680, at 574 years' distance, and asking him the particular times, he opened the *Principia*, which lay on the table, and showed me there the particular periods, viz. first, the Julium Sidus, in the time of Justinian, in 1106, and in 1680.

* "And I, observing that he said there of that comet '*incidit in corpus solis*,' and in the next paragraph adds, '*stellæ fixæ refici possunt*,' told him I thought he owned there what he had been talking about, viz. that the comet would drop into the sun, and that fixed stars were recruited and replenished by comets when they dropt into them ; and, consequently, that the sun would be recruited too ; and asked him, why he would not own as freely what he thought of the sun, as well as what he thought of the fixed stars. He said, 'That concerned us more : ' and laughing, added, 'that he had said enough for people to know his meaning.' "

REPLY TO A PAPER ON TACTICS OF CAVALRY, IN THE "COURT JOURNAL" OF SEPT. 29.

A TACTICIAN of an apparently irritable temper has taken great umbrage at an article in the United Service Journal of September, on Assimilation of Cavalry and Infantry Movements,—and has, in consequence, selected the Court Journal as the vehicle of his attempt at a sarcastic criticism upon that article; taking occasion at the same time to declare, that the revision of Cavalry Movements proposed by Sir H. Vivian, in the first instance, and since adopted in its leading features by a Board of Cavalry Officers, who devoted nearly a year to the investigation of the subject, is full of idle theories, inaccuracies, and defects,—and, consequently, *rejected*.

In the first place, why select the Court Journal, of all journals in the world? It is, no doubt, a very good journal of its own kind; but still it is generally considered a sort of drawing-room paper, or ladies' manual,—and rather intended for the fashionable news of the day, than for dry treatises upon tactics. However, the Editor is best judge whether the angry ebullitions of such an heroic writer will harmonize with the taste of his fair readers. The United Service Journal appears to us the proper field of discussion for matters purely military; and to that we resort, in order to correct a few misstatements of our angry friend, who, we suspect, from certain admissions of his own, would not be the worse even for a little Hounslow or Wimbledon Common experience. He begins by roundly asserting that Saldern was a practical officer. How does he know this? Does Saldern's name appear in the records of any part of the German wars? Are Saldern's works as common in military libraries as those of Warnery, Guibert, Jomini, or Napoleon!—all of whom understood and represented their views of the tactics of Frederick the Great, as truly and well as they were *misrepresented* in many points by Saldern. He next tells us, that Elian, Polybius, Vegetius, and the Emperor Leo, approved of the assimilation of cavalry and infantry tactics. One wonders he did not quote the Pope's guards when he was about it! No doubt such authorities will have great weight with many of the fair readers of the "Gazette of Fashion;" but really we cannot admit the authority of these worthies, even so late as the days of the old English archers, who would probably have sent Polybius's best squadrons off the field by half a dozen flights of their cloth-yard arrows.

Gustavus Adolphus is a much better ally for our learned critic to call upon. As the introducer of the "home charge," instead of cavalry standing still and using fire-arms, he must, independent of his great qualities as a commander of armies, always be considered an authority regarding the particular arm; but we must still recollect, that he also introduced the custom of intermixing small bodies of cavalry and infantry for joint attack in line,—a custom so utterly inapplicable to modern warfare, that he cannot be quoted for any question of organization *in detail*, at the present day.

Napoleon, he also quotes as an *assimilator*,—and this is coming more to the point,—a point, however, very easily settled by reference to the Infantry and Cavalry Ordonnances published and issued under the direction of Napoleon, by Boards composed of officers selected by himself. In these Ordonnances it will be found, that assimilation is *totally*

abandoned, and that nothing can be more *dissimilar* than the cavalry and infantry tactics of the French army. The same is the case with the Prussian and Russian systems of movement.

The next misstatement might be corrected by any serjeant of dragoons; which really renders our gallant critic's cavalry knowledge or experience very questionable. He gravely asserts, that cavalry, when dismounted, are in the custom of forming in battalion, and moving in every respect, as infantry. Is he really not aware, that for many years this absurd practice has been laid aside? Has he lately seen cavalry regiments marching about in battalion, with fixed bayonets,—an arm they have long since been wisely deprived of? He may well say, "How perplexing it must be for the cavalry-man to follow one system on foot, and another mounted!" And if the infantry details are to be adopted by the cavalry, as he would, in his wisdom propose, how very easy and convenient it would be to move horses upon Sir Henry Torrens' system of threes!! He has really gone beyond his depth here, and should have consulted some less venerable authority than Polybius, before he so rashly put pen to paper about what he calls *elementary tactics*.

Next he tells us, that the cavalry officers despised the judgment of their brethren of the infantry. We confess we never heard the Royals, or 14th Light Dragoons, profess anything but the highest admiration for the 43d or 52d. Perhaps he never saw those regiments except at reviews,—occasions, where, he tells us, he thought it very clever to pass an infantry inspector with open ranks, at a "spanking trot," without letting him find out they were wrong. Now we confess we doubt whether Sir Edward Blakeney or Sir Colin Campbell (the inspectors in Dublin and Portsmouth) would, if they did perceive it, take any notice of a stupid mistake in a parade movement, which in no way affected the efficiency of the regiment for service; but we doubt very much, that either they, or any other of our infantry inspectors who were formed under the eye of the Duke of Wellington, would be easily hustled into admiration of an unsteady, ill-instructed, and ill-commanded regiment of cavalry, at however "spanking a trot" they might go past him, and with whatever rapidity they might execute such an "evolution," as he is pleased to call it.

To proceed to another fact, showing, that he writes now as much at a venture as he used formerly to trot, we beg to disprove his declaration, that "until the present distinguished Lieutenant-General went there, there was not one individual cavalry general stationed in Ireland," by the well-known fact, that Sir Charles Dalbiac was inspector in Ireland for about three years before Sir H. Vivian went to Ireland; and he again was preceded by Sir C. Grant, who was there from about the year 1821.

During Sir C. Grant's time, Lord Combermere was also in that country for several years, in the chief command. Really one cannot help wondering where the staunch advocate of the Emperor Leo can have acquired his tactical notions, even such as they are; for if he is in the cavalry service he cannot by any possibility be ignorant of such well-known facts. His theoretical confidence next leads him to the assertion that in Dundas's formations from open column there was no reining back. Why, there is not a serjeant that does not recollect, that even in the simplest of these formations, namely, the "forming line to the

front," every half squadron of the column, except the leading one, was ordered to rein back one-eighth of the circle, in order to place itself in echelon! But we will quote the very Section 20, to which he refers:—

"When the column, having arrived perpendicularly or obliquely behind the line at the point where its head is to rest, is there halted, the leading division may be placed on the line, and *each other division be ordered to make such a degree of wheel backwards*, as will enable it to march on in front, perpendicular to its proper point in the new line, where each successively arrives and forms. This is a movement in column and in formation by the diagonal march."—*Dundas's Regulations*, sec. 20, art. 6.

Our learned critic is right enough in saying, that in the same section of Dundas's, where this formation is made *on the move*, there is no reining back, (how could there be?) nor is there when the column marches into an alignment by entering at its rear point; for reining back would be equally out of the question in that as in a formation on the move. But our quotation sufficiently proves that we were quite correct in saying that in Dundas's formations of line from column (open of course), reining back was made imperative for all the half squadrons, except the headmost one. Of the deployment from close column there was no question but in the tactical brains of our modern Vegetius; who if he professes, as he declares, to treat of the elementary part of tactics, should first begin by making himself acquainted with points which are familiar to every non-commissioned officer, and one may indeed say, to most of the old privates. The Duke of Wellington's orders upon the reserves of cavalry he passes by as quite beneath his notice; but we cannot help thinking, if he would run his eye over them, he would find them considerably more to the purpose, for the present days, than any thing even in Vegetius or Polybius. But why get so very angry towards the end of his paper? If he has floundered into the mire of argument, kicking and plunging will not get him out of it. Then such names as he gives his antagonist!—"Waspish," "illiberal," "unworthy of his profession," are the best he can say for him. He even attacks him for a bad heart for venturing to deny that cavalry and infantry should move alike. What can he mean by the wild assertions, that dispraise is bestowed upon all inspectors-general of cavalry, except Sir H. Vivian, in that paper in the United Service Journal of September, which has so offended him? May not praise be bestowed on one officer, without dispraise being implied upon all who filled the same situation before him? For example, is it meant as any reflection upon Sir T. Arbuthnot, one of the present excellent inspectors of infantry, that his name was not mentioned along with that of Sir C. Blakeney or Sir Colin Campbell in our last page. But here we must again have recourse to facts. The praise of Sir C. Grant, and Sir H. Vivian's mode of inspection, was, that by calling out officers from the ranks, and putting them in temporary command of the regiment or squadron, every officer was made competent to his duty, or he could not acquit himself. Now it is a very well-known fact to our regimental officers, that Lord E. Somerset never inspected a regiment without calling upon the field-officers and some of the captains and subalterns to do this very same thing. It is the strangest notion that ever came into even a "waspish" or "illiberal" head or heart either, that a just tribute to one inspector is of necessity a *severe and unjust animadversion* upon the one who preceded him, although, in the very point on which commendation is bestowed, both of them followed precisely the same plan. Perhaps it was on this judicious

ground that he mentioned Vegetius, fearing that the praise of Polybius should be thought a severe and unjust animadversion upon him. But from his utter want of knowledge of what has been going on for several years past in the cavalry, one might almost suppose he had lived in the days of those authors. His assertion that there had been no cavalry inspector in Ireland till Sir H. Vivian went there, proves that he imagines Sir C. Grant is not a cavalry general; yet there is not probably any officer in the army who is better known to the British cavalry (it is needless to add more respected by them) than Sir C. Grant. One of the very few points on which he appears to have picked up a correct opinion, is the popularity, among the cavalry, of Lord E. Somersaet, another highly esteemed and distinguished officer. Yet this, of all men in the world, he chooses to assert, is attacked by *severe and unjust animadversion!*

The pith of the letter is often in the postscript; and we now come to the attack on Sir H. Vivian's book, to which the former part of his paper, we suspect, is merely meant as an introduction. He informs us boldly, that the Cavalry Book, of which Sir H. Vivian is the reputed author, was not compiled by him at all, but left entirely to subordinate hands; a misrepresentation which all the commanding officers of cavalry regiments in the south of England, during the years 1828, 1829, and 1830, could easily answer; for during that period, as is well known to the cavalry in general, constant references were being made to the regiments, for every possible investigation of detail, beginning from the first exercises of the recruit, up to the higher branches of regimental movement. Nor was this confined to theory; but the same points of tactical detail were, as we have understood, in many cases, ordered to be tried for weeks by different corps, and then reported upon to Sir Hussey; who, being a practical officer, and not in the habit of going so far back as the Emperor Leo for his information, considered that subordinate hands would be the best source from which to derive those subordinate details upon which, as a safe groundwork, he proceeded in his revision of Dundas.

The trials, made in this manner by the regimental officers, probably had due weight with the Cavalry Board, appointed to lay down a permanent Regulation for the Cavalry, for they appear in our humble judgment upon its perusal, to have made very few alterations in Sir H. Vivian's book—that book which our modern Polybius assures his fair readers of the Court Journal, was rejected for its idle theories, inaccuracies, and defects. He can know about as little of Sir H. Vivian as he does of his book, if he supposes him a man likely to propose, for the use of the cavalry, a Regulation to which he affixed his name, without full consideration of the subject in all its bearings, or to take for granted the suggestions of any subordinates upon points of the most minute detail, without thoroughly satisfying himself of their correctness or advantages. Let him refer to some of the Commanding officers and Adjutants of the cavalry for Sir H.'s knowledge of the details of regimental instruction, and he will learn from them, that they would have found it no very easy task to slur over the tasks imposed upon them during the time of the compilation of that book which is treated with such contempt. Perhaps the officers in general of the 10th and 15th Hussars, which were brigaded as trial regiments, could tell him also that they were kept pretty actively employed by Sir Hussey

in person at that time, and that he would not have been very readily contented with ill-executed detail or slovenly performances. Finally, let him refer to the preface of Sir H.'s book, where he will find the reasons of the alterations proposed by that officer given in so clear and explicit a manner, and with such thorough knowledge of the detail and interior organization of cavalry, that even the Emperor Leo would have thought him a competent inspector for his squadrons.

Here we should gladly take our leave of a critic who has shown so little acquaintance with his subject, and so decided a spirit of misrepresentation in the face of notorious facts; but one thing more requires a remark before we part, (for indeed till he comes into the field with better information and less malignity, we must decline tilting any more with him):—to our candid readers we confidently appeal, whether any man can stand acquitted of arrogance, who undertakes to write so violently, and at the same time so ignorantly, upon a matter which has been long under discussion, and has undergone the closest investigation by a board of officers of first-rate ability and experience; so close was that investigation, we believe, that there is no branch of the subject upon which any one can hazard inconsiderate *assertions*, however unfettered his *opinions* may be, without the certainty of being detected and exposed? Does he really suppose that, during the agitation of questions of such consequence to their credit as a body, the officers of the cavalry regiments have been asleep, and that he alone has had his eyes open, and is now to step forward and save them from being imposed upon? Is he alone gifted with some new light which has dawned on nobody else? Does he know that every Commanding Officer has been more than once called upon to give his opinions, founded on trial, to the board of officers, in addition to the former calls made upon them by Sir H. Vivian? And does he really not plead guilty to rash presumption in setting up his vague and ill-considered opinions against such a mass of practical information as has been brought into play during the length of time bestowed upon the preparation of the Cavalry Regulations, now in use, by the Board of Cavalry Officers, to whom the task was so properly entrusted? W.

MEMOIR OF THE SERVICES OF THE LATE FIELD-MARSHAL
SIR ALURED CLARKE, G.C.B.

THIS veteran soldier had been upwards of three-quarters of a century in the army. He commenced his career in 1755 as an ensign in the 50th foot, and became lieutenant in the same corps in 1760. In 1767 he was appointed to a company in the 5th foot; he became lieutenant-colonel in the 7th foot in 1777; colonel by brevet in 1781; major-general in 1790; lieutenant-general in the East Indies in 1796; lieutenant-general in 1797; general in the army in 1802; and field-marshal in 1830. Sir Alured served principally in the East Indies; he was invested with the command of the army that captured the Cape of Good Hope, but arrived only during the unexpected struggle with the Dutch.

Sir Alured Clarke, at the time of his death, was colonel of the 7th foot, to which regiment he was appointed August 1801; he was also a Knight Grand Cross of the Order of the Bath. He died on the 16th of September last, aged 87, at the vicarage, Llangellon, where he was on a visit to his niece.

MEMOIR OF THE SERVICES OF THE LATE MAJOR-GENERAL
SIR ALEXANDER BRYCE, K.C.H.

IN 1787 this officer entered the army as a second lieutenant in the royal artillery; in 1793 he was promoted to a lieutenant; and in 1797 to captain. He served, with the rank of lieutenant and captain, four years in British America, and one year in the Mediterranean. He was commanding engineer with the army under Sir Ralph Abercrombie in Egypt, and was present at the landing at Aboukir Bay; the battles of the 13th and 21st of March, 1801; and the reduction of Rhamanie and Grand Cairo. He directed the sieges of Aboukir, Marabout, and Alexandria; and for his services in Egypt received the brevet rank of major, dated 25th of December, 1801, and permission to accept the insignia of the Crescent of the third class. He next served in Sicily three years, where he commanded a detachment from Sir John Stuart's army, which landed in Calabria, and took Diamanti, with twenty pieces of artillery and forty vessels.

In April, 1808, he was promoted to lieutenant-colonel, and in the following year he served as commanding engineer in the bay of Naples, and at the siege and reduction of Ischia. In 1810 he was commanding engineer in the defence of Sicily when attacked by Murat. He received permission to accept the insignia of a Commander of the royal Order of St. Ferdinand and Merit, conferred by the King of the Two Sicilies.

In 1814 he obtained the brevet of colonel, and in the same year was appointed brigadier-general in the Netherlands, and president of a commission to examine and report on the restoration of the fortresses of that country. He subsequently had the honour of knighthood conferred on him by his Majesty; was appointed a Companion of the Bath, and a Knight Commander of the Guelphic Order. In 1825 he became major-general, and was for some years inspector-general of fortifications. He died at his residence in Hanover Terrace, Regent's Park on the 4th of October, after a few hours' illness. In the despatches of General Hutchinson to Sir John Stuart, the services rendered by this officer are thus recorded:—

“To Brigadier-General Lawson, commanding the royal artillery, and Captain Bryce, the chief engineer, much praise is due. The nature of this country presents great obstacles to military operations on an extensive scale, but the exertions of these two officers have overcome difficulties which appeared to me insurmountable.”

Sir John Stuart also observed—“There was no officer whose incessant exertion was more required than that of Lieutenant-Colonel Bryce, commanding the royal engineers; and the defences that have been raised upon the line occupied by the British troops, will long remain in this country as a record of the science and promptitude of this officer, and the department which he commands.”

As an engineer officer Sir Alexander Bryce was considered one of the most talented of his profession, and, as a private individual, no man could be more generally esteemed and respected; his loss will be long felt by an extensive circle of friends.

**MEMOIR OF THE SERVICES OF THE LATE MAJOR-GENERAL
SIR CHARLES BRUCE, K.C.B.**

THIS officer was appointed to an ensigncy in the 52d foot, in February 1793; he became lieutenant in the same year; captain in the 105th regiment in 1794; in the 39th in 1795; brevet-major in 1803; major in the 39th foot in 1805; brevet-lieutenant-colonel in 1810; lieutenant-colonel in the 39th in 1815; colonel in the army in 1819; and major-general in 1830.

He served seven years in the West Indies with the 39th foot, and was on the staff as Assistant Quarter-master General and Barrack-master at Surinam and Antigua. He was present, in 1796, at the capture of Demerara, Berbice, and Essequibo. He also served in Spain and Portugal, and was present at many of the most important battles, in command of his regiment, the 39th, at the battles of Nivelles, Nive, and Orthes. He was appointed a Companion of the Bath, and subsequently rose to the rank of Knight Commander of the Order.

The Major-General died suddenly on the 7th of last August in the 56th year of his age.

**SERVICES OF THE ROYAL MARINES EMPLOYED ON THE COAST AND
LAKES OF NORTH AMERICA DURING THE LATE WAR.**

IN the early part of 1813 the two battalions of Marines, commanded by Lieut.-Colonels R. Williams and J. Malcolm, were recalled from the Peninsula, and, after being properly equipped, were sent to the coast of North America in six troop ships. On the 23d of May the expedition arrived at the Bermudas, their first point of rendezvous, and were encamped near the village of Hamilton. The 2d battalion, with one wing of the 102d regiment, formed the 1st brigade, under Lieut.-Col. Napier, and the 1st battalion, with a detachment of foreign light infantry, commanded by Lieut.-Colonel R. Williams composed the second; and to each brigade was attached a company of Marine Artillery. This force, amounting to 2400 men, under the direction of Major-General Sir Sydney Beckwith, was actively employed from June to September, in landing at various points along the enemy's coast, from the Delaware to Cape Hatterass, a distance of several hundred miles, and the rapidity of their movements, and vigorous attacks, more particularly upon Norfolk, Hampton, and Queenston, gave full employment to several thousand men, who would otherwise have formed a part of the American army on the Canadian frontier.

In September, the brigades left the north coast of the United States; and after a short stay at Halifax, the battalions of Marines and the Artillery embarked for Quebec. On their arrival at Montreal they were brigaded with the 13th regiment, and some native troops, and formed the corps of observation, on General Wilkinson's army during the winter.

In the spring of 1814, the 2d battalion, under Lieut.-Colonel Malcolm, proceeded to Lake Ontario, and was distributed in detachments on board the squadron, under Sir J. L. Yeo. The enemy having col-

lected a considerable quantity of stores at Fort Oswego, which stands on a commanding height on the eastern shore of the river, and forms the only water communication between New York and Sacken's harbour, it was determined to attempt the destruction of this important post. On the morning of the 4th of May, the British squadron sailed from Kingston, consisting of the

	Guns.	
Prince Regent . . .	58 . .	{ Commodore J. L. Yeo.
Princess Charlotte . .	42 . .	{ Captain R. J. L. O'Connor.
Montreal	24 . .	„ W. H. Mulcaster.
Niagara	20 . .	„ S. Popham.
Charwell, brig . . .	14 . .	„ F. B. Spilsbury.
Star, brig	14 . .	„ A. Dolbs.
Magnet, schooner . .	12 . .	„ C. Antony.
		„ H. Collier.

Having on board 1080 rank and file, under the command of Lieutenant-General Drummond, consisting of six companies of De Watteville's regiment, under Lieut.-Colonel Fischer; the 2d battalion of Marines, under Lieut.-Colonel Malcolm; a Company of Glengarry Light Infantry; with a detachment of Artillery and Rocket Corps. The Americans were apprized of the intended attack, and repaired the batteries. The garrison was reinforced; and it consisted of 300 artillery, with detachments of engineers and riflemen. On the morning of the 5th the British made their appearance off Oswego. Alarm guns were fired, and a large body of militia soon collected. During the afternoon, Capt. Collier, with eleven gun-boats, was sent in-shore, to induce the enemy to show the number and position of his guns. Whilst these preparations were making for the attack, the Americans, in defiance, nailed the colours to the staff of the fort, and measures were taken which showed a determination to make a firm resistance.

It was arranged that 200 scamen, under Capt. Mulcaster, and the Marines, again formed into battalion, under Lieut.-Colonel Malcolm, should first land, and Lieut. John Hewett, of that corps, who had volunteered, was to lead the forlorn hope. The wind having considerably freshened, these operations were countermanded, and the ships gained an offing during the night. The weather proving favourable on the morning of the 6th, the signal "prepare to land" was made, and the squadron stood in, and took a position as near as the draught of water would permit. The Montreal and Niagara took their stations abreast, and within half a mile of the fort; the Magnet opposite the town, and the Star and Charwell to cover the landing.

Everything being in readiness, the signal-gun fired for the boats to proceed to land the troops. They dashed bravely on, amidst enthusiastic cheers; and in the course of a few minutes, the splashing of the grape-shot in the water around us, gave an impressive indication how earnestly the enemy was prepared for our reception. The shoalness of the water did not admit of the heavy boats approaching near the beach, and a great portion of the men had to wade up to their middle, carrying their ammunition on their head. The steadiness and dexterity with which the Marines formed, as the companies successively reached the shore, and the regularity and precision with which they advanced, gained them the approbation of their commanders and the admiration of all who witnessed their gallantry. As the column ascended the hill, the enemy

continued a very galling fire in front from the fort, and on their left flank the American riflemen and militia gave great annoyance, until the flank companies of De Watteville's and the Glengarry Light Infantry drove them into the wood. The column advanced in double-quick time, until it reached the glacis of the fort; receiving the word "*turn over*," the men cheered and sprang into the ditch; and after a short but sharp struggle, the British had entire possession of the battery. Capt. Mulcaster, at the head of the seamen, landed on the rocks on the harbour side; and surmounting the difficulty of climbing a precipice, entered the fort on the inland side. Lieutenant John Hewett, of the Marines, commanding the leading company in the assault, climbed the flag-staff under a smart fire from the riflemen without the fort, and although wounded, succeeded in tearing the colours from the mast where it had been nailed on the preceding day.

Captain Holtaway, of Marines, was killed at the foot of the glacis, and Lieut. May, of De Watteville's, and fourteen private men were slain. Captains Mulcaster and Popham, C. W. C. Griffin, Master, J. Richardson, of the navy, Capt. Leddergew, of De Watteville's, Lieut. Hewett, of Marines, and fifty-one non-commissioned officers, privates, and seamen, were wounded;—total 18 killed, and 64 wounded. The barracks and other buildings were destroyed, and 2400 barrels of provisions, a quantity of rope and other naval stores, and seven pieces of heavy ordnance brought off.

Subjoined are the orders issued by two officers of distinction, with reference to the conduct of the Marine battalions:—

"Kingston, Upper Canada, 11th May, 1814.

"Lieutenant-General Drummond, attended by myself, having landed with the troops engaged in the attack on Oswego, on the 6th inst., and having witnessed the good conduct of the 2d battalion of Royal Marines, under Lieut.-Colonel Malcolm, has permitted me to say, that the discipline evinced by that battalion in the first place, and its formation on the beach under a severe fire, and its subsequent regular though rapid and determined advance to the assault of the place, reflect very great credit on the corps and on its commanding officer, Lieut.-Colonel Malcolm.

(Signed)

"J. Harvey, Lieut.-Colonel,

D. A. General of the Forces in Canada."

Extract of a General Order issued by the Commander-in-Chief and Governor-General, on the breaking up of the first battalion for the service of the Lakes:—

"The Commander of the Forces, in complying with the orders of government in this disposal of the battalion of Royal Marines, considers it an act of justice to that valuable and respectable corps, to declare his entire approbation of the correct and steady discipline that has uniformly characterized the Royal Marines since their arrival in Canada.

"The first battalion, under Lieut.-Colonel Williams, in the exact and diligent discharge of the duties assigned to it, in the occupation of the most critical and important position on the frontiers, has evinced, in a manner highly honorable to the corps, the talent and judgment of the commanders, the intelligence and vigilance of the officers, and the tried fidelity and discipline of the corps.

"The second battalion, under Lieut.-Colonel Malcolm, afforded an opportunity of manifesting its gallantry and devotion to the service in the assault of Fort Oswego," &c. &c.

PLANS FOR NAVAL AND MILITARY PROVIDENT SOCIETIES.

Of the various plans, having a similar object in view, which have been transmitted to us at different times, we subjoin the two following for the consideration of our naval and military readers. For ourselves, we have simply to remark, that, while we approve of the general principle, and desire the possible benefits of some such institution, we fear any plan of the proposed nature must be liable to objection on two grounds in particular:—first, as furnishing a pretext to any unprincipled administration to withdraw altogether the discretionary pittance, in the shape of pension, even now so grudging and stinted, and throw the services wholly upon their own scanty funds:—and secondly, as subjecting our worthy comrades to be kidnapped into unworthy marriages for the posthumous benefit of their fair relatives. This evil, however, though a crying one, might possibly be met by due checks; but gentlemen must gird up their loins, for the foe is insidious and prevailing.

The Military Provident Institution, to be established by Act of Parliament

The advantages resulting from societies for the relief of families having the misfortune to lose their natural stay and support, are so universally felt and acknowledged, that there are hardly any public bodies which do not possess them. It is therefore conceived, that the establishment of a permanent institution for the purpose of extending these advantages to the army would be highly beneficial. Military men, dispersed over all parts of the world, have hitherto had no opportunity of making such a provision, either with convenience or economy. And many officers upon full-pay, as well as half-pay, all who sell out, &c., will leave families without claim to the government pension or allowance; but who may hereby have the means, in some measure, of supplying that deficiency.

Many societies have fallen into the fatal error of making their subscriptions too low, which, sooner or later, infallibly occasion their destruction. For though the widows who come first upon such funds may receive the full amount of their annuities, it is evident, that if the rates be inadequate for the full number that will eventually be chargeable, the longer the husband may live, and consequently the more he may pay, the less likely will his widow be to receive her annuity. And, since those who come last upon the funds can have no annuity, not only will the husbands have paid their money for nothing, but, what is worse, imagining that they have made a provision for their widows, are thus prevented from effecting a real one. On the other hand, if the experience of a society prove that its rates are too high, it is easy to divide the overplus among the subscribers. It is, therefore, infinitely better that subscriptions should be a little too high than too low.

All fears, that, if the institution be formed, the government pensions and allowances will be withheld, are perfectly groundless. They, in a great majority of cases, will always be the main support of the families of deceased officers; and all that it is hoped to effect by the institution is, to offer an auxiliary aid in the same course. And, if officers raise a fund, (many of them by the sacrifice of ordinary comforts, and at much personal inconvenience,) in order to provide it,—it surely cannot be supposed that, therefore, the army will be deprived of the great foundation upon which the auxiliary aid is built,—and without which, it will be powerless and abortive!

None of the societies already formed in both services have been treated in this manner. The government pensions and allowances have been sub-

jected to many restrictions, and may possibly to still further ones; but in this case, the question will not be, whether officers have made a provision for their families, but whether they be able to do it. And if such further restrictions be deemed necessary, they will consequently take place, whether officers will have effected that provision or not. Perhaps in the path taken by widows of the amount of their property, previously to obtaining the government pension and allowances, any benefit derivable from the proposed institution may be permitted to be excluded. This, and every other mode of quieting apprehensions upon this subject, would not only be just but politic; for, certainly, in whatever proportion officers may become interested in such an institution, in that proportion will government receive additional strength and support.

The inconvenience of marriage in the army is fully admitted, and the institution is not proposed with any view to encouragement, but merely to meet the exigencies which arise from marriage; for, notwithstanding all that may be urged, marriage in the army will take place. But the benefits offered by the proposed institution are too inconsiderable; and the groundwork of the whole, the annuity for widows, must be paid for by the parties themselves at too expensive a rate, to induce people to marry that they may subscribe for it. The engineers, the artillery, the medical officers of the army, have societies for their widows under the protection of their respective heads. The navy also has several, of one of which (the Royal Naval Annuitant Society) his present Majesty is the patron. But so far are these societies from holding out a premium to marriage, that a large proportion of their married people do not join them. A remarkable instance of this occurs in that of the naval medical officers, of which the First Lord of the Admiralty is patron. This society was instituted by his late Majesty while Prince Regent, and by an Order in Council, dated 13th of August, 1817, every naval medical officer, whether single or married, is compelled to pay *2l. 12s.* per annum, to go towards an annuity for the widows of such of the department (and these only) as choose to contribute the further necessary sum, to make good the annuity. And though, by this arrangement, two-thirds of the money is raised for them, many of the married members do not secure the annuity to which they would be entitled by subscribing the other third; as is shown by the Directors' Circular, dated Admiralty Office, 13th of July, 1830.

But in order to prevent apprehensions that the proposed institution might favour early marriages, the annuity will not be allowed to be subscribed for till the husband attain a prescribed age.

Though, in the first instance, the institution has been proposed as a military one, if deemed eligible, it may embrace the navy as well as the army; and while it will never be opposed to any existing society, it will gather strength by being open to all the members of the United Service.

OUTLINE.

OBJECT.

1. The object to be, to enable the commissioned officers of all his Majesty's land-forces, whether on full, half-pay, &c., to provide a small annuity of fixed amount, (perhaps *25l.*) for their widows; to which to be gratuitously attached, subject to certain restrictions—first, a small gratuity to be paid to widows immediately upon the death of the husband; secondly, small annuities to children till attaining certain ages, and varying in amount according to their number, age, and whether they may have lost a father only, or both parents; and thirdly, small additions to the widow's annuity beyond the fixed amount subscribed for by her husband—such additions to have reference to the length of time the annuity may have been contributed for, and to be more considerable if the officer have been killed in action.

ANNUITY FOR A WIDOW.

2. All married officers, under a stipulated age and in good health, to be eligible to subscribe for this annuity, by rates founded on the relative ages of themselves and wives, and approved of by the most eminent actuaries; but no charge to be made for the benefits above attached to the annuity.

GENERAL SUBSCRIPTIONS.

3. Married officers not subscribing for the annuity for their widows, and all bachelors and widowers, to be requested to become members, by making small voluntary annual payments, to be called general subscriptions, and to be applied as stated in clause six.

4. Every bachelor or widower so contributing, if at home, within six months from the date either of the establishment of the institution or of his first commission in the army, upon marrying and wishing to secure the annuity for his widow, to be credited the full amount he may have paid with compound interest thereon, till his marriage; which amount to go towards paying for the annuity, so as to reduce, or to prevent altogether, the necessity of any future payments for it. And thus, by small contributions made, when, as a single man, he could, perhaps, best afford them, he may have secured a comfortable provision for his widow, together with that for his children which is dependent thereon. But if not for the advantages which the payment of the general subscriptions will confer on bachelors and widowers upon their marriage, it is confidently anticipated that there are few who will refuse a small pecuniary sacrifice to aid the widows and orphans of their brother officers*.

5. Members not to be required to pay the general subscription while subscribing for the annuity for their widows.

6. The general subscriptions to be annually applied in the manner and order following —

First—any amount paid by bachelors or widowers, who may marry and claim to subscribe for the annuity for their widows, to be transferred on their account to the fund for furnishing those annuities agreeably to clause 4.

Secondly—ten per cent. of the remainder to be added to the reserve fund.

Thirdly—the gratuity for widows to be then paid.

Fourthly—the annuities for children to be paid

Fifthly—the additions to the annuity for widows to be paid.

RESERVE FUND.

7. During the first five years, the general subscriptions to accumulate at compound interest, to form a reserve fund, the interest of which to be added to the general subscriptions every year afterwards, and distributed with them, agreeably to clause six.

The principal of this fund never to be encroached upon; and all donations and bequests to be added to it.

GRATUITY FOR WIDOWS, ANNUITIES FOR CHILDREN, AND ADDITIONS TO THE ANNUITY FOR WIDOWS.

8. These three benefits being paid out of the amount of general subscriptions, to be liable to be diminished, if that amount should fall short.

* The Army Medical Benevolent Society, whose sole object is the gratuitous relief of the children of deceased army medical officers, had an income for the last year, (as shown by its eleventh annual report, dated 16th May, 1832,) arising from subscriptions and the interest of its funded capital, amounting to 912l. And if so small a body can make such considerable and such generous efforts, in the cause of the distressed, what may not be expected from the combined exertions of all his Majesty's land forces!

9. No annuity for a child to be paid, unless the father had subscribed for the annuity for its mother. That for a girl to cease after attaining the age of eighteen years; that for a boy after sixteen years.

N.B.—It is to be hereafter determined whether it would be desirable for the institution to open a Savings Bank, and grant other benefits to commissioned officers; and also, whether such advantages could be extended to non-commissioned officers and privates.

Examples of Rates of Subscriptions, &c. illustrative of the Outline.

The institution will at all times be under the patronage, superintendence, and control of the highest military authorities; and the funds invested in their names. By the most scrupulous attention in the management of the funds, the adoption of the strictest economy, and above all, by there being no reservation of profits for exclusive proprietors (the subscribers being joint-proprietors), all benefits will be on the most advantageous terms; and, by allowing paymasters or agents to pay subscriptions, officers, whether at home or abroad, will have no trouble in transmitting them. If preferred, all annual payments may at any period of the subscription be redeemed, either wholly or in part, by single payments. Officers leaving the service to continue to be members.

The Institution will have two distinct and separate funds; viz. the Widows' Annuity Fund, and the General Subscription Fund.

The Widows' Annuity Fund.

Annual Payments to be made, during their joint lives, by a Husband, for an Annuity of 20*l.* to his Widow. The Annuity to commence at the death of the Husband, and to continue during life.

Age of Husband.	Age of Wife.	Annual Payments.
24	23	£. s. d. 5 2 8
30	29	5 11 4
36	35	6 2 8
42	41	6 17 6
48	47	7 12 10

Other ages and other amounts in the same proportion.

The above rates are calculated by Charles Ansell, Esq., Actuary to the Atlas Life Office, &c., and being founded on scientific principles, the amount of annuity contracted for will be certain and determinate. In the event of profits or surplus capital, the same to be equitably divided among the subscribers.

Lower rates will not realize the annuity; but to suit the convenience of all, a small annuity of only 20*l.* or 25*l.* is proposed, leaving those who may wish it, to subscribe for a larger amount; and such as thus try to assist their families, by making this small provision for their widows, will be aided in their laudable endeavours by the bestowment of the three gratuitous benefits from the General Subscription Fund.

A father, mother, or other relative, to be eligible to subscribe for the annuity instead of the husband. In order to save the institution from the risks attendant on officers not subscribing till ordered to a bad climate, or

to take the field, if a married officer defer subscribing for the annuity beyond a stated period, he shall not afterwards be allowed to do it, unless he be fully approved of by the Board of Directors, and by a majority of at least two-thirds of the members present, at two annual general meetings. No annuity to be subscribed for till the husband be 25 years of age.

The General Subscription Fund.

The annual payments to this fund to be of any amount, provided it be not less than a guinea, if the officer be on full pay, or half a-guinea if on half-pay. If an officer does not commence paying the general subscription within the prescribed time, and upon marrying wishes to subscribe for the annuity, he will pay a fine to the General Subscription Fund of double the amount of his general subscription from the period when first eligible till he be admitted a member. There are few single men who do not contemplate marriage, though perhaps at a very distant period of their lives, and while the General Subscription Fund is open to them, they ought to make provision for their future families. Its principal support will of course be derived from the gratuitous contributions of the benevolent. There is every reason to believe that when fully established, this fund will be amply sufficient to meet its demands. But if the contributions to it fail, so as that the gratuitous benefits cannot be paid, still no delusion will have been practised, the Institution will have gone on safe grounds, and every widow will receive every farthing of annuity for which her husband may have subscribed. No benefit to be paid out of the General Subscription Fund unless the annuity has been subscribed for five years previously to the death of the husband. If a subscriber for the annuity becomes a widower, and upon that subscription ceasing, he pays a certain general subscription, the child or children will, upon his death, receive the gratuity which would have been paid to their mother, and also the children's annuities till the prescribed ages.

The gratuity for a widow to be 30*l*.

Scale of Annuities for each legitimate Child, having lost a Father only, according to the total number of Children in each Family at any time upon the Fund; but not exceeding 20*l*. to the Children of any one Family.

		Total Number of Children in each Family, at any time, upon the fund.				
While under.	Years.	1 £. s. d.	2 £. s. d.	3 £. s. d.	4 £. s. d.	5 or more. £. s. d.
	5	5 0 0	4 0 0	3 5 0	2 15 0	2 10 0
	10	7 10 0	6 0 0	4 17 6	4 2 6	3 15 0
	Girls 18	10 0 0	8 0 0	6 10 0	5 10 0	5 0 0
	Boys 16					

Example.—If a widow be left with four children, two of them under five, and two from five to ten years, she will receive, in addition to her own annuity, two annuities of 2*l*. 15*s*. each, and two of 4*l*. 2*s*. 6*d*. each, or 13*l*. 15*s*. for the four children. On a child's attaining the age of five years, its annuity will be increased from 2*l*. 15*s*. to 4*l*. 2*s*. 6*d*., and on attaining that of ten years it will also be increased from 4*l*. 2*s*. 6*d*. to 5*l*. 10*s*. If one of the four children die, or reach the age at which its annuity will cease, there will then be only three children upon the fund, and consequently their annuities will be at a higher rate.

The annuities for children having lost both parents to be double the above, but not exceeding 40*l*. to any family.

The addition to the widow's annuity, beyond the amount subscribed for, to be,—

	Years.	If the Officer be killed in action.	If the Officer be not killed in action.
If the Annuity has been subscribed for previously to the death of the husband.	5	£. s. d. 6 0 0	£. s. d. 0 0 0
	10	12 0 0	5 0 0
	15	18 0 0	10 0 0
	20	24 0 0	15 0 0
	25	30 0 0	20 0 0

Chatham, 5th Oct. 1832. .

JAMES H. LECKIE,
Lieut. 39th Regt.

N. B. As the proposed Institution cannot be formed without active co-operation, it is earnestly requested, that every officer who may be favourable to it, and who, if properly established, will subscribe to it, either for the Widows' Annuity or the General Subscription, will be pleased to signify the same to the writer of this article, post-paid, to the care of Mr. CLOWES, *Charing Cross, London*, the Printer of the United Service Journal.

Naval and Military Annuity Society.

The following proposals for the purpose of forming a Naval and Military Annuity Society were prepared and laid before the late Duke of York, when his Royal Highness was commander-in-chief of the British army; and they were honoured by his approbation. The plan was referred by the Royal Duke to the secretary at war—the calculations were examined, and only a trifling error of a few pence was found. The distinguished general officer, through whom the proposals were communicated to the commander-in-chief, having unfortunately died, the plan was not then pressed on the attention of the navy and army; but the United Service Journal now presents a convenient medium through which it may attract general notice, and if deemed an eligible scheme, stands a fair chance of being speedily adopted.

Proposals for forming a General Naval and Military Society, and establishing a Fund, and applying the Interest arising therefrom towards the Payment of certain Annuities to the Widows and Children of such commissioned officers of his Majesty's Naval and Military Armies (being subscribers,) who may die in the service of their King and Country.

An estimate and calculation have been made for seven years, by which it appears that a week's pay of each rank of officers annually, who may be reasonably expected to become subscribers to the proposed fund, will be perfectly adequate to produce an interest competent to pay annuities in the following proportions:—

	Per ann. £.
To the widows or children of post captains of the navy, and colonels in the army	200
To the widows or children of lieutenant-colonels of cavalry and post captains under three years' standing	150
To the widows or children of lieutenant-colonels of infantry, majors of cavalry, and commanders in the navy	120
To the widows or children of majors of infantry, and captains of cavalry	100

	Per ann. £.
To the widows or children of captains of infantry, first lieutenants of the navy, and surgeons of the navy and army, and pay-masters of regiments	80
To the widows or children of lieutenants of cavalry	60
To the widows or children of lieutenants of infantry, and cornets of cavalry	50
To the widows or children of second lieutenants, ensigns, quarter-masters, and adjutants.	40

It is hardly necessary to offer any observations on the striking and extensive utility of the plan proposed, as its great advantages must appear perfectly obvious to every intelligent mind: but there is one consideration of so much importance to the public service, that it deserves particular attention. It is well known that a considerable number of field-officers in the army, of small private fortune, whose commissions have cost them a high rate of purchase, and others who have acquired that rank by long service, are induced to retire in order to realise the value of their commissions for the benefit of their families. This practice, which cannot be prevented without the greatest injustice, deprives the public of the talents and experience of a great proportion of its best officers, which is a national misfortune.—Now, were the proposed plan adopted, very few officers would dispose of their commissions, and the annuity under this plan, in addition to the government pension, would render their families, in a great measure, independent after their death, and during their lives they would be constantly receiving their full pay.

How many married officers go on foreign service with heavy hearts—because they feel, that in case of their death, their widows and children will only have the trifling pension granted by the crown, to prevent them from starving! but were the plan now proposed established, not a single regret, except that of parting with their dearest relations, would pervade their manly hearts, and the service of their king and country would be undertaken with increased zeal and spirit. To the unmarried officer, the annuity would operate as a marriage settlement, and not only conduce to his obtaining a larger fortune with a wife, but enhance his respectability in society.

Upon the whole, the proposed plan seems well calculated to promote the public service, and to secure the comfort and happiness of the families of officers in the navy and army. It has been approved by officers of both the services, and it only requires a slight effort to carry it into execution.

It has been thought highly desirable, humbly to request that His Majesty would condescend to become the Patron of the society, and there can be no doubt of its being honored with his royal and gracious approbation and support. The commander-in-chief, the master-general of the ordnance, the adjutant and quarter-master-general, and the secretary at war, all for the time being, to be trustees of the institution, and a board of directors—a secretary and treasurer to be appointed by the subscribers.

It is not deemed necessary to enter further into explanation; if the plan is approved of, no period can be so proper as the present to carry it into execution. The contribution required from officers becoming members will hardly be felt, and the advantages resulting from it will be permanent and extensive; and there can be no doubt that the fund will be frequently and largely augmented by the patriotic donations of wealthy and benevolent individuals, who will feel a sincere gratification in contributing to the honorable support of the widows and children of the gallant defenders of their country.

ALFRED.

FOREIGN MISCELLANY.

RETROSPECT OF MONTHLY MEMORABILIA.

Nov. 3d, 1760.—The most sanguinary encounter which occurred during the Seven Years' War, was that which took place between Frederic the Great and Field-Marshal Daun, on the field of Torgau. The Austrian artillery, at the very first onset made by the Prussians, dealt such tremendous slaughter through their adversaries' ranks, as to put ten battalions of Prussians and a battery of heavy guns *hors de combat*. The repulse to which the assailants were exposed was indeed so murderous and instantaneous, as to extort from their royal commander an exclamation of bitterness and astonishment to his surrounding staff. "*Which of you has ever had to stand against so hellish a fire as this ?*" burst from Frederic, as he almost averted his eyes from the scene of carnage. After repeated and successful charges, the Austrian cavalry threw the masses of infantry, under the king's immediate command, back upon the woods of Torgau; and he was himself carried off the field, in consequence of a wound in the breast, inflicted by a spent ball. Daun, his opponent, was also wounded, and compelled to withdraw to Torgau, in the full assurance that the day was entirely his own; for though his first line might be worsted, the second, which had not fired a shot, was at hand to regain their ground; and as to any other further attempt of moment on the part of his opponents, the near approach of night appeared to render it more than improbable. But he had to deal with a soldier of no common mould: Ziethen, fearless as he was keen and enterprising, cheered on his brethren in arms between the hours of seven and eight in the evening, stormed the heights of Siplitz, and at once decided the fortune of the day, and the fate of that year's campaign. Daun was too experienced a commander to waste his time in the hazardous attempt at rallying his troops under the shades of night, and therefore withdrew to the right bank of the Elbe, but with so little noise or disorder, that the Prussians, who were themselves in a state of scarcely inferior confusion, were unaware of his movement. This bloody conflict cost 14,000 killed and wounded on either side.

Nov. 6th.—The second centennial anniversary of the battle of Lutzen, and the death of Gustavus Adolphus, to whose unprecedented perseverance, energy, and military talent, the cause of the Protestant faith, and the independence of central Europe, owe a debt which will for ever enshrine his name in the memory of every friend to civil and religious liberty. At the very moment when Pappenheim's appearance with his cavalry promised to crown the Imperial standard with victory, that celebrated leader likewise fell, and the greater portion of his troops immediately took to flight. In vain did Wallenstein attempt to stem the furious assault of the Swedes; led by Bernard of Saxe-Weimar, they wrought deadly vengeance on the foe, at whose hands their adored monarch had met his doom. It was nobly said by Ferdinand, his imperial adversary, when Gustavus' leathern cuirass was presented to him at Vienna, "*How cheerfully would I have consented that my unfortunate brother should have enjoyed a greater length of days, and returned in happiness to his native country !*"

FRANCE.

PAY.

From the 1st of May last, the allowances to a field-marshal for the present year were reduced from 1600*l.* to 1200*l.* Officers not employed, but liable to be called upon to serve, are to receive two-thirds of the pay attached to active service; and officers on the staff, whether of the line, artillery, or engineers, one-half. The allowances to general officers on the reserve esta-

blishment have been likewise reduced, in the case of lieutenant-generals, to 300*l.*, and of major-generals (*marechaux-de-camp*) to 200*l.* per annum.

CLAIMS ON THE RETIRED LIST.

With respect to those who hold the higher grades of rank, a late order has determined, that the following conditions entitle an officer to claim retired allowances:—lieutenant-generals, who have completed their *sixty-fifth* year or more; major-generals, of the age of *sixty-two* and upwards; and general officers, holding the rank of either of the former, who may not have attained the said minimum of age, but are incapable, from infirmity, of active service.

EQUIPMENTS.

The relative cost of clothing, as regards France and this country, may be estimated from the terms for various articles, which appear in a contract, entered into for the supply of the regulars in the French colonies, in the beginning of last September:

Linen pantaloons	.	.	.	.	2	8	
Ditto drawers	.	.	.	.	1	5	
White gaiters	.	.	.	.	0	9	$\frac{1}{2}$
Shirts	.	.	.	.	2	9	
Black stocks	.	.	.	.	0	6	
Black gaiters	.	.	.	.	1	4	
Shoes	.	.	.	.	3	4	
Knapsacks	.	.	.	.	5	10	
Flannel waistcoats	.	.	.	.	3	6	

DISBANDED SWISS TROOPS.

Those who have returned to their native country, and have been admitted to retired allowances, consist of 1 major-general, 3 colonels, 7 lieutenant-colonels, 11 majors, 93 captains, 112 lieutenants, 113 sub-lieutenants, 130 subaltern-adjutants, 16 serjeant-majors, and 2278 corporals and privates, whose united allowances form a charge of 23,810*l.* in the French estimates. There are 128 others resident in France, who are allowed in all 1308*l.* a-year. The total allowance to the few disbanded Swiss who have found favour in the sight of the Most Citizen King is, therefore, scarcely more than 26,000*l.* per annum, or less than 5*½d.* per diem, including more than five hundred commissioned officers! Those whose *fidelity to their standard was cemented by their blood*, have, we understand, been consigned *pennyless* to the charity of their fellow-countrymen! Such are the works of liberty-mongers in the vaunted "centre of European civilization." Can we, then, be astounded that their presence should be loathed on the banks of the Douro?

BAVARIA.

SWIMMING EVOLUTIONS.

Ratisbon, 6th Sept.—"We were agreeably surprised to-day with a somewhat novel spectacle. The 4th (Bavarian) regiment closed their natatory exercises for the year with the addition of some 'water manœuvres.' Amongst the evolutions they went through, were their springing from a bridge sixteen feet high into the Danube, alternately heels and head foremost, and afterwards swimming across the river, with their arms and accoutrements on their backs. Two divisions then swam, drawing their equipments on small rafts behind them, up the lower Würth (a tributary stream), to attack a third, which was posted in a village, and had thrown out advanced pickets. The assailants having landed on the opposite bank, dressed themselves with amazing expedition, and drove in the pickets by heavy firing across the water. In their turn, however, their adversary having marched down in superior numbers, with their artillery, they were

forced to take once more to the water with their laden rafts, protecting their retreat, as they swam down the river, with a brisk and seemingly well-directed fire of small arms."

SPAIN.

MILITARY EXPENDITURE.

The amount of this expenditure for the year 1830 consisted of the under-mentioned items:—

	Reals.
Central administration, Madrid . . .	5,774,019
Pay and maintenance of the troops . .	173,378,008
Matériel for the artillery, engin., &c. .	15,037,358
Temporary or extraordinary expenses .	58,546,962
Military office for soldiers' pledges . .	11,712,696
Establishment of provincial yagers . .	2,346,044
Substitutions (<i>reemplazo</i>)	1,714,893
Eventual war expenses	74,294
In all	268,584,274

or about 4,020,000*l.* sterling.

HANOVER.

HORSES' FOOD.

A Hanoverian postmaster proposes the following as an efficacious and economical mode of feeding horses. Every horse accustomed to be fed with twenty-two pounds and a half of oats *per diem*, to receive, in lieu of that allowance, eight pounds of bread, three pounds of oats, and four pounds of rye; if the allowance be fifteen pounds of oats, to be fed with five pounds of bread, three pounds and a half of oats, and two pounds of rye; and if the allowance be seven pounds and a half of oats, to be fed with three pounds of bread, and a like quantity of oats. He recommends that the bread should be cut into small pieces and mixed with chopped straw.

PRUSSIA.

Among the more recent works in military science, we have to notice five parts of "Plans of the Battles and Encounters which were fought by the Prussian Army in the Campaigns of the Years 1813, 1814, and 1815;" a work which has, from its textual illustrations, in French as well as German, been rendered the more accessible to our own countrymen. The "Guide to Instruction in Artillery for the Brigade-Schools," published with the king's sanction, and Von Hoyer's three publications, "Dictionary of Military Architecture," "Magazine for the Science of Fortification," and "Manual for Engineers and Artillerymen," (the two first of which extend to three volumes each), are reported to us as deserving the attention of the military student.

CAMP AT Teltow.

The camp formed for the accommodation of a large proportion of the troops who took part in the late series of military evolutions near Berlin, is thus described by an eye-witness:—"On quitting the Prussian metropolis to visit the camp, the first encampment which you come upon is the artillery's, and the one immediately after it is the infantry's, which closes on the former, and extends along the left side of the Teltow Lake, nearly to the town of the same name. The tents being circular, and made of white canvas, entirely new, have a brilliant and picturesque effect; each of them accommodates fifteen men, who lie around it, foot to foot. They are about seventeen hundred in number, afford quarters to nearly six-and-twenty thousand troops, and are pitched in fifty parallel rows, containing thirty-four tents each,

and running in an easterly direction from the lake, so as to form a series of ninety open streets; besides these, every regiment is allowed eleven tents for its officers and their servants. Immediately in front of the infantry encampment stands a superb tent, which is the head-quarters of His Royal Highness, Prince William, as commander-in-chief of the third *corps d'armée*. The field-kitchens are all on one model, and kept exceedingly clean; a remark, which holds equally good as to the wells, which are encircled by neat beds of turf: there is one of these kitchens with six kettles to each battalion, and a well with six cisterns to every regiment. The number of cannon standing in the two camps is eight-and-forty. An almost countless range of shopkeepers' stalls lines the eastern and western banks of the lake. On taking boat and sailing round the lake, you are landed on the opposite bank, in the cavalry encampment. In consequence of the depth of the water, which renders the sides of the lake dangerous to use, pumps have been constructed at a short distance from them, for the purpose of supplying long troughs, out of which the horses are watered. The camp in this direction is formed, not of round, but oblong-square tents, occupying fifty-six rows, independently of the officers' tents, and ranging in a westerly direction from the lake; each row contains half a squadron, and each squadron of regiments of the line occupies fifteen, whilst each of those of the fencible (*Landwehr*) regiments occupies nine tents. There are five or six men in each tent, forming so many detachments of the seven regiments encamped, namely, one regiment each of cuirassiers, hussars, dragons, and uhlans, together with three regiments of sensible horse (*cavallerie des Landwehrs*). The whole amount of horse under tents is about four thousand; and the scene is rendered extremely animated from the picketting of the horses in a straight line with the tents, and the symmetrical order in which every trooper's baggage is piled behind his charger.*

RUSSIA.

CORPS OF CADETS.

The centennial anniversary of the foundation of this seminary was held with no little parade and festivity, under the immediate direction of the Emperor of Russia, in February last. It was instituted by the Empress Anna on the 17th of that month, anno 1732, and during the hundred years which have since elapsed, has afforded instruction in military science to 8579 pupils, of whom, however, from various causes, principally from death or a change in their destination in life, 6388 only have received commissions. Three of the latter, namely Prince Prozorowsky, and Counts Rumaenzow and Kamensky, rose to the rank of field-marshal; and a considerable number of them have held full generals' commissions. Many have also acquired considerable celebrity in the annals of Russian literature; indeed, some of the most eminent tragic poets, such as Sumarokow, Cheraskow, Oserow, Krukovskoy, and Wostokow, were pupils in the Academy of Cadets.

PUBLIC CONVEYANCES.

A most important extension is about to take place in this department. The stage and waggon establishment at Moscow are taking measures for establishing direct conveyances to Warsaw; and next year, they contemplate extending them to the provinces of Tamboff, Kasan, Perm, Tobolsk, Irkutsk, and Kiatka on the frontiers of China. When these lines are completed, there will exist direct public communications from the Chinese frontiers to St. Petersburg, Moscow, Warsaw, and in all probability to Paris; for which latter purpose the Director of the Moscow office is at this moment in treaty with the Messageries in Paris.

* We shall give a detailed account of this encampment, and of the Prussian army generally, in succeeding numbers.

DENMARK.

CORPOREAL PUNISHMENT.

A board of officers has been appointed at Copenhagen to determine upon the expediency of severing the privates into two classes, with a view to the partial abolition of corporeal punishment. The one class are, it is proposed, to consist of men who have not been guilty of any misdemeanour, and are therefore to be exempt from the application of the cane, or other ordinary chastisement; whilst the other is to be liable to it, as having been guilty of breaches of discipline, or other offences. No private is to be degraded from the former into the latter class, excepting under the sentence of a court-martial.

UNITED STATES.

The fourth annual report of the Boston "Sailor's Friend Society," states, that the number of mariners belonging to the United States, amounts to 102,000, of whom more than one-half, viz. 50,000, are employed in trade with foreign parts; 25,000 in the coasting trade, on board of vessels of between fifty and one hundred tons burthen and upwards; 5000 on board of vessels below fifty tons; 5000 in the cod fisheries; 1000 on board of steam-boats; and 6000 on board of vessels of war, in the service of the United States.

MEXICO.

Our poor, abused Indians, says a Mexican writer, are, in many respects, greatly superior to the Creoles. They are mild in disposition, civil, industrious, honest, and ready to oblige; they live amongst themselves as brothers, and reverence their parents; and they have no propensity either to steal, cheat, or utter falsehoods. I can vouch for this with regard to the great mass of Indians, the agricultural class, which constitutes at least nine-tenths of their whole number; though I am ready to admit, that such of them as are located in towns, or in the neighbourhood of towns, have, to a greater or less extent, betaken themselves to the depraved habits of the Creoles. The Indian makes an excellent soldier, whether as a horseman or on foot. Before the country became independent of Spain, they were forbidden the use of fire-arms; but, at the present moment, the whole of them are armed and disciplined. They are conscious of their power, yet do not seek to abuse it. On the other hand, the Creoles, at least the heads of that party, are perpetually quarrelling and fomenting dissensions. So long, as hostilities prevail between this country and the Spanish crown, every individual throughout the country, between the ages of eighteen and one-and-thirty, is required by law to serve three years in the regular army. Every state has its own militia, out of which it furnishes a contingent to the national force, which consisted of 25,000 men until its late reduction to 23,400. These, together with the militia, which has been reduced from 75,000 to 37,300, form an effective force of more than sixty thousand men. After three years' service, the soldier is allowed to return home, where he is again embodied in the militia, though he remains liable, in cases of emergency, to be re-drafted into the line. The great bulk of our soldiery is composed of Indians, and it is more than possible, that they may one day take advantage of our internal distractions to wipe out the stain of centuries of oppression with the life-blood of their oppressors.

THE MERCANTILE NAVY*.

When we consider the vast importance that foreign commerce is to Great Britain, it appears a singular fact, that the means of carrying this on should be so much neglected, for it is notorious that our merchant shipping are, when both theoretically and practically considered, more imperfectly, and indeed dangerously constructed, than those of most foreign nations. The causes which have been assigned are, the present erroneous method of calculating the builder's tonnage, and the depressed state of the shipping interest, not allowing our merchants to transport goods but in ships which have been built at the least possible expense. There is, however, in our minds, a primary cause, more important than these—the total absence of mathematical and pure mechanical science in those who construct our merchant ships, as well as in those for whom they are built.

During the last twenty years great and important improvements have been introduced in the construction of our ships of war, in which we have taken the lead of foreign nations, but with an apathy hardly to be credited; while these have been eagerly sought for and introduced by foreigners, the construction of our mercantile ships has been carried on in the old track, notwithstanding the dear-bought experience of continual and continued losses at sea. To prove the neglect of this branch of science, we have been credibly informed, that the largest trading company in this country or in Europe, has received from time to time communications of importance for the improvement of their ships, without even noticing the receipt of the communications. The defective constructions, however, of our merchant ships has not been withheld from public notice, for we find in the *Philosophical Transactions* of the year 1820, an elaborate paper thereon, from the pen of Sir Robert Seppings, then surveyor of the navy. This has been reprinted and commented upon by Mr. Knowles in his appendix to "*Steel's Elements of Naval Architecture*." If the facts stated therein are correct, and we see no reason to doubt their accuracy, this subject as well as the reported recent changes in our ships of war, demand the most strict parliamentary inquiry, and, if necessary, legislative interference—for it is to be recollected, that not only the present welfare, but the future safety of this country, are at stake.

Mr. Ballingall, who is surveyor of shipping for the port of Kirkcaldy, commences with stating the advantages which are likely to arise to merchant ships from his mode of construction—advantages sufficient at least to awaken the attention of all ship-owners; and it remains for us to examine, how far these are likely to be realized by the plans which he offers to public attention, and which are about to be put into execution in some vessels now building in Scotland.

The first and most important recommendation of Mr. Ballingall is, to build all merchant ships, and also steam-vessels, with their floors crossing their keels, without cutting scores in the floors, and for the first futlocks to abut against the keel, and also with solid bottoms, similar to what has been for several years practised in ships of war; and he states, upon good grounds, that the following, among other ships, have been saved from total wreck thereby: the *Gloucester*, of 74 guns; the *Barham*, of 52 guns; the *Success*, of 28 guns; the *Wolf* and *Pylades* sloops; the *African* steam-vessel, and the *Vigilant* cutter. These facts speak volumes in favour of this part of his plan, which we believe owes its introduction to Sir R. Seppings, and which, with few exceptions, is common to the steam-vessels which leave the Thames to carry passengers from port to port. The improvements which have been introduced into these vessels, secure safety to the individuals, and pre-

* *The Mercantile Navy Improved*, by James Ballingall, 8vo. pp. 184. Morrison, Fenchurch Street.

the British Annuals, this elegant work, under the able guidance of Mr. Shoberl, has maintained the even tenor of its way, sedulously improving its means, and offering a most agreeable and chaste selection, both in literature and art. "Jack Shaddock," by Miss Isabel Hill, is a capital marine sketch: *Quere*—How did this lady contrive to dip her brush in the tar-barrel, and lay it on so thick and true? Martin's illustration of the "Departure of the Israelites," engraved by Finden, is exquisite.

FINDEN'S LANDSCAPE ILLUSTRATIONS, OF LORD BYRON. Parts V., VI., and VII.—The art of engraving has unquestionably attained a high, if not the highest, degree of excellence in this country. What with the illustrations of the Annuals and the productions before us, we have ample means of satisfying ourselves of this truth. It is scarcely within the reach of art to surpass in delicate beauty or correctness, the subjects transferred to steel by the exquisite burin of Finden, and comprising the contents of the Numbers of his "Illustrations" under our notice. It is difficult, perhaps invidious, to particularize, where all are excellent, but the subjects of the 5th Number strike us most. The calm outline of Santa Maura, the Gothic richness of the Piazzetta of St. Marc, the animated repose of Ithaca, and the secluded sublimity of Delphi, are admirably represented.

H. M. CUTTER, ACTIVE.—A VIEW OF ST. HELENA. By W. T. HUGGINS, MARINE PAINTER TO THE KING.—Want of room has obliged us to postpone till now our notice of these clever and characteristic Prints, from Paintings by Mr. Huggins, to whose merits in marine subjects we have repeatedly directed the attention of the United Service. The first of these Views represents **H. M. CUTTER ACTIVE** signalling Admiral Duncan in Yarmouth Roads of the Dutch Fleet's being at sea. The Cutter, drawn with infinite spirit, is seen close-hauled and bravely stemming a head sea, with her signal flying, while the fleet stands out of the Roads towards her. It is a fine sketch.

The second Plate, which is coloured, presents a View of St. Helena, taken from the sea board, exhibiting the valley and buildings of James' Town, the bold and iron-bound coast at either side,

with Longwood and the British camp crowning the swelling eminence above. There is great softness, and we doubt not, fidelity, in the execution of this print.

ILLUSTRATIONS OF MODERN SCULPTURE, Vol. I.—This work has been well conceived, and is admirably executed. The purpose is to bring forward select specimens of modern sculpture, in, order to show the progress of that fine art in later times, and the account to which the modern artist has turned the celebrated models of antiquity, to which, perhaps, a too exclusive attention has hitherto been directed by the illustrating amateur. The publication is edited by Mr. T. K. Hervey, by whom each subject is selected, historically described, and further illustrated in poetry of great beauty and feeling. The subjects comprised in the present volume are, the group of "The Happy Mother," by Westmacott, "The Dancing Girl" reposing, by Canova, and "Mercury and Pandora," a group in basso relievo, by Flaxman;—the last is exquisite. Canova's *Ballerina—decies repetita*, of which we have seen at least one original—all sylph-like as she is, could ill take "repose" on the point of her "fantastic toe;"—the imputed act and the attitude are incompatible.

GALLERY OF THE SOCIETY OF PAINTERS IN WATER COLOURS, Part IV.—The Scene from Twelfth Night, painted by Wright, and engraved by Bacon, in this Part, is a charming performance. 'The shades and serenity of "Evening" are well represented, though with some hardness of outline, in the plate so entitled, painted by Barrett, and engraved by Radclyffe; while the third print, from a painting of Cotman, engraved by Freebairn, is a spirited sea scene, nominally a view of "Yarmouth Roads," but equally applicable to any other spot of the ocean having a ship on it, as not a speck of land is in sight.

The Flock of Humming Birds, whose fair but fleeting tints we have here attempted to catch as they fly and embody ere they fade, has pounced upon our spare corner, and excluded for the present month a host of less fugitive claimants on our attention.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 16th Oct. 1832.

MR. EDITOR,—This grand naval head-quarters begins to assume, once more, its former professional character; and in walking along High-street, you might fancy the good old war, times were revived. The number of officers bustling along—the coxswains, with the captain's cloaks on their arms—the admiral's office—messengers crossing and recrossing to the George—and twenty other symptoms of business, tell to experienced eyes, that many ships are in the process of equipment. The Sally Port is crowded with gigs and barges; the Semaphore seldom without a signal; the Victory fires a salute or two every day, and already Spithead is resuming its ancient character of a crowded anchorage. In harbour, most of the hulks have ships alongside of them. The docks are all filled with ships rehting, or getting ready, as fast as the panting mules can ply their adzes and pin-nails.

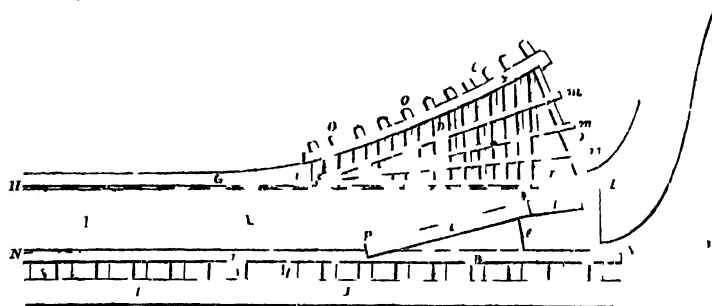
The Donegal, Sir Pulteney Malcolm's flag-ship, has been taken into dock, and her copper stripped off. What is interesting enough about this ship is the fact, I believe unusual, that a great many of her old French timbers and iron bolts remain in her still. She was taken, you will remember, off the coast of Donegal (whence her name), in 1797, five and thirty years ago, and yet a considerable number of the timbers then in her, remain quite sound. The iron fastenings, which, in modern times, have been universally supplanted by copper, still remain in the Donegal. The heads of the iron bolts have been cut away, the holes plugged up, and pieces of timber nailed over the places, to cut off all communication with the copper sheathing, &c. it was found that the action of the two metals upon one another proved fatal to the iron, while it protected the copper—Be this as it may, there the bolts and timbers exist to this hour.

The Sparitute is also in dock, preparing for the flag of Sir Michael Seymour, and as she has already entered a considerable portion of her crew—I believe a couple of hundred seamen—she is getting on with her outfit in a brisk and business-like style. There is, in fact, no want of stamen to man the navy, for the Johnnies are beginning to discover how very much better off they are in his Majesty's ships, than they ever have been or can be in the merchant service. When one or two more little circumstances are attended to—as no doubt they will be—the popularity of the navy will become universal.

The Neptune, which was launched on the 27th of last month, is in dock too. You say that you expect me to give you an account of that ceremony, but really I must refer you to the daily periodicals for the details of that busy morning. What can you or your readers care about the number of steamers—(I counted fourteen)—which came rushing in from the east and the west—from the River, from Brighton and from Plymouth, and even Dublin, and from all the nearer parts of course, Southampton and the Isle of Wight—crowded like bushes with bees swarming on them? What care you for the myriads of barges, lighters, yachts, buoy boats, wherries, gigs, pinnaces, and so forth, which formed as it were, almost a continuous raft across the harbour, out of which rose the huge three-deckers in Ordinary, literally covered with spectators? Of course, the Dock Yard and its buildings lay hid beneath this deluge of people,—for the day was unspotted by a cloud, and a light breeze passed so gently over the crowd, that it served merely to temper the ardent heat of the sun shining right down upon us. Close to the slip where the Neptune stood ready to dash into the water, the Admiral Superintendent had ordered the *Illustrious*, a 74 gun ship in Ordinary, to be placed. Above her poop was raised a tier of galleries for his friends, and in front of all, a projecting gallery, in which Lady Graham and her party took their station, after performing the ceremony of christening

the ship. A little after one o'clock this magnificent vessel was launched, and with such gentleness, that she hardly caused any wave. I must leave, as I said before, to the daily papers the task of describing the cheers and music, the waving of handkerchiefs, the junketting and dancing, which followed on board the illustrious and elsewhere, and the universal delight of the immense multitude, whose dispersion, after the sight was over, appeared even more interesting than their assembling. Every one seemed grateful and contented; and even the Captain of a French ship of war, M. Le Roy, who had come into Spithead an hour before, joined as heartily in the festivities of the occasion, as if the purpose of the ceremony had been directed to advance the honour and glory of his own nation.

A lady begged me one day lately to describe to her how a ship was launched. "On a cradle," I answered. The lady shook her head, and asked to have it described. In attempting to do this I found that I very soon ran myself aground; and began applying first to one, and then to another person, who I thought could have resolved my difficulties; I obtained no satisfaction. For the life of me I could not discover how the ship was seated on her cradle,—in other words, how they contrived to remove the blocks on which the keel rested; and, likewise, how they took away the shores or props without toppling her over. In short, I presently satisfied myself that instead of knowing all about it, as I fancied I had done, I discovered clearly that I knew very little or nothing about the matter. As soon as the wholesome stage of the investigation was reached, I lost no time in getting hold of a duly qualified shipwright, and on repairing with him to the building slip of the Neptune, had the whole mystery unfolded to me. But as I cannot hope to make you or your readers understand a description so purely technical without a drawing, I must beg of you to have a wood-cut made to illustrate this curious, and, I think, interesting branch of ship building.



- | | |
|--|---|
| A Bilgeways 184 long | K Blocks for receiving sliding planks |
| B Sliding planks, 260 feet long, extending far into the water. | L Five inch elm plank for the heels of poppets |
| C Dor short | m Four inch plank for connecting the poppets. |
| D Poppets | NN A stratum of tallow, soft soap and oil between the bilgeways and the sliding plank |
| e Trigger which holds up the dog shore. | O Cleats fastened to the ship by screw bolts |
| F Ribband, and cleats for securing the heads of poppets, fastened to the ship by screw bolts | R Cleat against which the dog shore butts |
| G Fillings, close to the ship's bottom | P Point where the lower end of the dog shore rests on the sliding-plank. |
| H Shivers or wedges for setting up the ship. | Q Upper end of the dog-shore. |
| I Ground-ways | |

It must be observed, that a ship is built upon one plane or inclination, but is launched upon another, which is steeper; that is to say, the inclination of her keel along the blocks on which she rests whilst building, is only five-eighths of an inch in every foot, or about 1 in 19; but the slope of the ways or slides along which she is eventually launched into the water, is seven-

eighths of an inch to a foot, or 1 in 14 nearly. The building slip, unlike a dock, is on the surface or very nearly so, its upper end being actually on a level with the ground, while the lower part next the water is about 17 feet below, the inclination being about 1 in 14. The floor of the building slip is formed of stone, with strong oak beams of timber crossing it every five or six feet, and care is taken to make the foundation very solid. As soon as a ship is ready to be launched,—we shall suppose the Neptune,—two slides or ways are laid down lengthways in the slip, one on each side, at the distance of nine feet from the keel, so that the whole width from “out to out,” as it is called, shall be one-third of the ship’s breadth. In the case of the Neptune this was about 13 feet, her breadth being $55\frac{1}{2}$ feet*.

The first thing to establish is the foundation, which consists of strong fir baulks or beams called “ground-ways,” and marked in the wood-cut I I; these are secured to the wooden cross pieces inlaid in the floor of the slip. Next come a set of blocks K K, and upon these rest what are technically called the “sliding-planks,” see B B in the sketch. These sliding-planks in the case of the Neptune, were about 210 feet long, and of course extended far into the water. The breadth of these sliding-planks or ways was about three feet. So far everything is formed of solid, fixed carpentry, firmly bolted together; what follows above is all moveable, and generally bears the name of the cradle, from the ship being made to rest in it while she is projected off the slip. First in order then, above the sliding-planks, come what are called the bilgeways, which extend, parallel to the keel and nearly on a level with it, fore and aft the ship, from the foremost end of the main keel or gripe to within eleven feet of the stern-post, see A A A.

The bilgeways under the Neptune were 184 feet long, 2 feet 2 inches in width, and 1 foot 6 inches in depth and made of fir, the whole length of her keel being 194 feet. The ship, however, does not actually touch or rest upon these bilgeways, as there are interposed between them, and her bottom, various important parts of the cradle, which require separate description. Along all that part of the ship’s bottom which is quite flat, or nearly horizontal, that is to say, before it begins to curve upwards, there are placed strong beams called the fillings, the upper sides of which come in contact with the ship; see G G. But as the ends of the ship rise rapidly at certain points, it becomes necessary on both bows and also on both sides near the stern, in what is called the run, to contrive these fillings in a different way altogether.

The wood-cut represents that portion of the cradle which supported the starboard bow of the Neptune. G G is the filling, so long as the floor of the ship continues flat; on going nearer to the stern the curve of the bow comes so steep that the filling would slip up unless held down by the means I am about to describe. A set of strong, flat, oak-cleats O O O, are fastened by means of screw-bolts to the ship’s side; under these comes a curved ribband or oak-plank, also secured through the flanking and timbers of the ship by screw-bolts. Under this ribband will be seen a set of upright fir baulks or beams called poppets D D D, the longest of which is about 15 feet, and the shortest 2 feet, all of them being 16 inches square, and placed strictly perpendicular, except the end one, which is sloped. The lower ends or heels of the poppets rest on a five-inch elm

* The following are the exact dimensions of H. M. S. Neptune —

	feet	Inches
Length on lower gun-deck	207	8
“ of the keel	189	0
“ “ keel for tonnage	170	$5\frac{1}{2}$
Breadth, extreme	55	$6\frac{1}{2}$
“ for tonnage	54	$7\frac{1}{2}$
“ moulded	53	$10\frac{1}{2}$
Depth in hold	23	2

But then in tons 2705 10—94ths.

plank L L, and they are slightly held together by a set of transverse four-inch planks *mm*, but the poppets are not bolted or otherwise fastened to the ship, but merely rest their heads under the ribband F., into which they are joggled, as it is called, or scored. There is a similar set of poppets under each bow, and also under each quarter of the ship, and these, together with the fillings and the bilgeways, form what is called the cradle.

It is next required to place the ship on this cradle in such a manner that it may support her whole weight, and not only allow of the shores or props being removed, but allow the blocks on which her keel rests to be "split out." This grand operation is called "setting her up," and it is effected in the following manner. Under the fillings G G and the plank L L on which the poppets rest, there will be observed a narrow slit or opening H H, just above the bilgeways A A. This opening is carefully contrived, so that while it is not above an inch wide at its outside, it runs off to nothing within; or in other words, the outer edges of the bilgeways A A, and the fillings G G, L L are an inch apart, while their inner edges are in contact. As many wedges as possible are now inserted into this small opening H H. These are represented in the cut by short black lines, but not so thickly placed as they were in fact. These wedges, which are called by the dock-yard men *slivers*, are three feet in length, and one foot in breadth, only two inches and a quarter thick at one end, tapering off to nothing at the other. The operation of setting up is really a most imposing scene, for it is literally lifting the ship, bodily, upwards; and although the height to which she is raised be but small, it is still a positive rise, as I shall show presently. The *Neptune* was "set up" at six o'clock in the morning of the 27th, the day on which she was launched. Six divisions of ten men each, were ordered to assemble under the ship, in all one hundred and twenty men; but I could count only fifty-six on one side, and I understood there were not so many on the other. Each man brought his pin-mall with him and inserted the *slivers* as thickly as they could be placed in the opening H H. These were then driven slightly home with the pin-mall, which weighs seven pounds and a half. The form of the wedge and that of the opening being so nicely contrived, that the wedge exactly fitted, and all parts of it bore an equal weight. The assistant builder, under the direction of the master shipwright, then placed himself at the stern-post, and after calling out, first to one side and then to the other, "are you all ready?"—and being replied to in the affirmative, he gave the word with a long, shrill intonation, which I shall never forget—"set away!"—and instantly the whole hundred and twelve hammers fell upon the heads of the wedges. It was not, however, till after the third or fourth blow that they struck with perfect uniformity; after which the sound seemed almost as if one vast mall were striking the wedges. There was mingled with this sound that of an occasional merry cheer, which gave much animation to the scene. In the course of four or five minutes, the assistant called out "spell, O!"—upon which the striking ceased, though irregularly; and one could hear along the double line, that burst of merriment which in bodies of men generally succeeds any short but violent exertion. After resting for a short time, the word was once more given to "set away!" They resumed the malls, and the wedges were driven still further home. I observed they never worked above a few minutes at a time; but when they were actually employed they struck with wonderful vigour.

It was not until after a good many of these "spells," as they called them, that any symptoms of the ship's rising became visible to uninitiated eyes. The first evidence of this which I saw, was the falling down of a shore or prop, which, being unprovided with any rope to catch it, fell within a foot or two of the assistant builder's head. Like an officer under fire, however, he did not budge, while those around him, amateurs inclusive, scattered off to the right and left, as the spar thundered into the dock. The next symptom of the ship's elevation was pointed out to me by the builder. Before the

setting up commenced, when any one of the wooden blocks upon which the keel rested was struck with a mallet, the iron rebounded as if it had been driven against a block of metal; but, after half a dozen "spells" at the wedges when the block was again struck, the mallet nearly rested upon it, so materially had its elasticity been changed by the diminished pressure. In the course of time, some more of these blocks became loosed at different places along the whole length of the keel, and this, together with the loosening of many shores on each side, appeared to afford the requisite degree of evidence that the ship rested sufficiently on the cradle.

Some of the hands employed to set up the ship were now desired to busy themselves in removing the shores, while others proceeded to "split out" the blocks on which the keel rested. This operation was commenced at the outer block, or that next the water; and it required their utmost activity to get out of the way of the rising tide. The blocks were split out by means of iron wedges, after the ends had been cut off by saws, and in the course of a couple of hours all the blocks had been removed, except half a dozen at the extreme inner end, which were left for a purpose I shall afterwards explain. All the shores or external props, were also by this time removed, and the ship rested entirely on the cradle, which cradle, as I before described, rested on the sliding planks, B B. It will be obvious, however, that even with so great an inclination as 1 in 14, the friction of such an enormous weight as that of a ship of 120 guns (2467 tons*), would be so great, that the cradle would never move along it unless some lubricating substance were interposed between the fixed slide and the moving frame-work above. Accordingly, in the narrow space marked N N, there is placed a triple stratum, consisting, first of tallow, then of soft soap, and lastly of oil. This is placed on the planks only the day before the launch, and in fact on that very morning a party of hands, with buckets of melted tallow and hot oil, were employed in covering those parts of the sliding planks which lay exposed at low-water, but which were completely covered when the tide rose.

One would naturally suppose that the top of the sliding planks, B B, would form an exact straight line from end to end; but it is not so, being in a very slight degree convex. This curvature, which is technically called "cambering," commences at the upper end of the sliding planks, and at the distance of 110 feet down the slope, it has reached its maximum height of five inches above the straight line, after which it sinks again, till, at the extent of 220 feet, the sliding planks become straight. The intention of this "camber" is to compensate for any slight sinking of the ground ways under the enormous load sustained by the cradle. It forms one of the numerous but essential minutiae which totally escape observation till pointed out by practical men.

Another of these minute particulars I shall venture to add: near the end of the bilge ways, A A, at the upper end and on both sides, is placed what is called (I know not why) the dog-shore, C, a stout oak bar, five or six feet long, shod with iron, one end of which, P, rests securely against the ribband which runs along the outer edge of the sliding plank, while the other, Q, butts against a very strong oak cleat, R, securely bolted to the bilge-way; underneath is placed what is called the trigger, e; and it is very generally supposed that the ship about to be launched is held by these dog-shores, until the proper moment of launching, and that when the triggers are withdrawn, and the dog-shores knocked down, the cradle is entirely free to move along the sliding planks. But this is not the modern practice, and for a very sufficient reason: it appears to be almost impossible to disengage both the dog-shores so exactly at the same instant, that a tendency to lue or twist the ship will not be produced; and it is even said, that in former times, ships have sometimes been cast completely off the sliding planks by the inequality of movement, thus

* Edye on the Equipment and Displacement of Ships of War, p. 14.

produced. The present plan effectually guards against such accidents. I have already mentioned that four or five, and sometimes more of the blocks which support the keel are left at the upper end of the slip, when all the rest are split out and removed. Now, these remaining blocks, though quite sufficient to hold the ship as it were by the nose, for a short time, when all other impediments to her sliding off the slip are removed, are by no means enough to keep her long in her place. In practice, what occurs is this: The dog-shores are let fall, but the ship hangs for a few seconds, by reason of the pressure on the foremost blocks. If, after a little while she does not move, the workmen, who are all ready, strike away at the wedges, and "split out" these remaining blocks in pieces. Before proceeding far, however, the weight of the ship "cants" or oversets the blocks, and she glides down the well-greased ways into the harbour. The technical purpose of this last-described refinement is accomplished if the ship be held by the keel for a few seconds after the dog-shores are down, as this secures her being let go from a point exactly in the middle between the two slides. The Neptune hung for twenty seconds. By the way, I may mention that a ribband several inches in height, extends along the outer edge of the sliding planks, to check any accidental tendency of the bilge-ways to escape laterally.

When the ship is launched, the bilge-ways, fillings, and poppets float up alongside, and are drawn to the shore by hawsers. The cleats and ribbands, screwed to the bows and runs of the ship, are removed when the ship comes into dock.

And now, Mr. Editor, I must bid you good bye, as circumstances will no longer permit of my continuing this correspondence. I think I was the first to suggest to you, that you should open a periodical communication with the great out-ports*; at all events I have endeavoured to follow up this recommendation, and to set others agoing. I trust that you may discover no difficulty in shipping a fresh correspondent at Portsmouth, who, with greater opportunities of leisure, and more extensive local information, shall be possessed with as hearty a zeal in your service, as your sincere friend

OMEGA.

Portsmouth, October 11, 1832.

MR. EDITOR.—I will endeavour to comply with the wishes of your valuable correspondent, *Omega*, expressed in your last number in his account of the ships composing the Experimental Squadron under Sir Pulteney Malcolm, wherein he states, that an "*impartial person is sorely perplexed, as the accounts and opinions of their relative sailing qualities vary so much.*" The truth is, there is so much party mixed up with the building and sailing of these ships, that none but a person determined to state positive facts will give each vessel its due—it is, every one for himself, and God for us all. The first cruize of Sir P. Malcolm, the *Castor* was the best vessel, being a remarkably fine ship and exceedingly well sailed, and commanded. When on the coast of Ireland, the squadron were joined by the *Waterwitch* yacht, and *Prince of Wales* revenue brig, the former a brig of 330 tons, belonging to Lord Belfast, and built by Mr. Joseph White of Cowes, to prove how very superior a vessel the length of a 10 gun brig can be made by giving three feet eight inches more beam, and also a sharper bow. The *Prince of Wales* is of old date, and built by Mr. Jelly of Cowes, and, singular to say, one of the few vessels that have been constructed on the principles of the present day, with increased breadth. Her bow, however, is of the old school, yet she is very fast, and the former naval administration seem to have totally overlooked this fine little craft and of improving others by her model.

* Our invaluable Correspondent, whose unavoidable secession from this department we justly regret, derived the original suggestion, which happily coincided with his own views, from ourselves.—ED.

The *Waterwitch* and *Prince of Wales* had both the advantage of the *Castor*, *Orestes*, and all the squadron, and particularly in fresh winds and head sea, the beautiful bow of the former entering the sea in the most wonderful manner without straining or wetting; the *Prince of Wales* being the only vessel that could at all have any pretensions with her. The *Castor's* fault appeared to be in her bow, as the head sea stopped her, and though she laid up well to the wind, and her sails stood remarkably well, yet she dropped to leeward. She, however, was superior to the *Orestes*, whose commander is deserving of much credit for the smartness of his evolutions. The *Nimrod* also, though as bad in sailing as the *Trinculo*, was always very well and quickly handled for the short time she had been in commission.

On the return of the Squadron to Plymouth, they were joined by the *Stag*, *Vernon*, and *Snake*, and proceeded shortly on a cruise off Scilly, and as it was known the trial of these vessels was to take place in the presence of the Lords of the Admiralty who were embarked in their steam-vessel, the *Lightning*, no little excitement and emulation was caused on board the several vessels, upon so very interesting an event. A very few days put all doubts at rest, the *Vernon* and *Snake* had the advantage, most decidedly, of the *Castor* and the rest of the squadron, excepting the *Waterwitch* yacht.

The *Castor* made that day but a poor fight, and was left several miles to leeward, as well as the *Stag*, of which ship some opinion was formed from her former trials, but, no doubt having been some time in the water, it could not be expected she should shine with those meteors so lately burst forth. The following day a trial was had before the wind under all sail, and it was expected that the *Castor*, who was supposed very grand that way, would take the lead, but there were many who would back the *Vernon*, but the admiral considered the *Waterwitch* would beat, from having witnessed a short spirt, going large the day previous, but those on board her were themselves very doubtful of the result. In order that the commander-in-chief might have a better view of this pretty trial (the day being fine and a very nice breeze) the *Donegal* bore up an hour before the rest, when, upon the *Vernon* putting up her helm, the rest in an instant were under a cloud of canvass. A more beautiful sight could not have been at this moment conceived, as these noble vessels were each winging their way to pass the flagship, who was crowding all sail to endeavour to keep a-head as long as possible, the better to see her following train; however, in less than two hours the *Waterwitch* passed her beam, and lowered the yacht club burgee to the vice-admiral's flag. Next came the *Vernon*, *Snake*, *Castor*, and *Stag* in succession, and at the end of six hours, it being nearly dark, the recall was made, the vessels being a-head in the same order as they passed the *Donegal*.

The *Vernon* and *Snake*, both by Captain Symonds, were superior in sailing every way to the *Castor*, built by Sir R. Seppings. The stability of the *Vernon* is wonderful, but not so the *Snake*, who could not pretend to fire her lee guns with the same facility and effect as the *Waterwitch*, as far as could be judged by viewing the difference of the two brigs heeling. It was said that the superiority of the *Waterwitch's* sailing was in some measure owing to her not having on board the weight that a vessel of war of her class would naturally have, as she appeared so light in the water, and her ports a foot higher than the *Trinculo* 18 gun brig, but that was not the fact, and her extraordinary stability under canvass does not favour this supposition. The cut of her sails was the admiration of all parties, as was the astonishment that the *Vernon* and *Snake*, after all the talent that had been bestowed on them, should have been turned out of Woolwich yard with such very indifferent sails. The seamanship of the captain of the *Vernon* obviated in some measure the difficulty thus opposed to him, and no doubt, on her next fitting, the sailmaker will have to go to work in earnest, and he could not do better than take a lesson from Ratsey of Cowes, or Evenfield

of Gravesend. These experienced artists would positively feel themselves disgraced by the exhibition of such jobs and drivers as they have seen this summer.

There is no doubt that the present board of Admiralty, who are alive to all improvements, and are doing all in their power to get rid of old standing abuses, will entirely remodel the sail department. It is said that Sir Pulteney Malcolm had much improved the sails of the *Britannia*; certainly none of the vessels of his squadron, excepting the *Castor* and *Orestes*, had decent sails. The *Nimrod*, in this particular, was jury-rigged; but rely on it there will soon be an end of dock-yard jobs and prejudices; no more pulling vessels to pieces to make work. Sir R. Seppings, though he must yield to the present surveyor and Mr. White of Cowes, in building swift vessels, has beat the former in making the sails of the *Castor* and *Orestes*. As to the fighting part, there is no failure in the *Castor*; she has a splendid gun-deck, and being inferior in every way to the *Vernon* as to size and number of cannon, no comparison can be drawn as affecting her character in that particular; and her captain, Sir R. Grant, would, no doubt, have given a good account of himself in a battle of equal strength, from the manner in which the *Castor's* guns were fired one day in exercise. The *Vernon* must be considered the finest vessel of her class in the world, as well as one of the fastest; and there is not an officer in the service that would not feel it a proud event of his life to command her; but not till her present captain, Sir Francis Collier, had won for himself all the honours he is deserving of.

The trials of the *Snake* (being an improvement of increased breadth on an 18 gun brig) and the *Waterwitch* yacht (the same of a 10 gun brig) were very interesting, and it appears that the latter, being 100 tons smaller, and superior in sailing qualities and stability, would be the cheapest and best class of small vessel to be used for despatch, as the large corvettes seem now to be intended to take the place of the brigs of 18 guns for warlike purposes, as they are now reduced to 16 guns: but, these corvettes must be improved on, for the *Nimrod* would be run out of sight in eight hours by either the *Snake* or *Waterwitch*, or indeed any American privateer of the last war.

The present surveyor of the navy will, it is to be hoped, very shortly turn out some corvettes, and that he will give encouragement to all those builders who, by constructing beautiful yachts, have certainly done much to change that system to which it was feared we were to be eternally moored.

I am, Mr. Editor, yours faithfully, and ready to assist you in future, if required.

ALPHA ON BOARD THE EXPERIMENTAL SQUADRON.

Devonport, 20th October, 1832.

MR. EDITOR,—The past month has been unusually barren of naval occurrences until within the last two or three days, when it would seem that the state of the Dutch question has induced our ministry to sound the "note of preparation" at least; and such is the activity in the dock-yard here, that the artificers employed on ships fitting out are ordered to work to-morrow, although it will be Sunday. The *Britannia*, *Malabar*, *Stag*, *Satellite*, *Comus* (late *Comet*), *Nautilus*, and *Trinculo*, will therefore be ready in a few days.

The *Comet* and *Jaseur* arrived on the 30th ult. from India, the former to pay off here, and the latter sailed for Sheerness. Admiral Sir Manley Dixon, K.C.B., struck his flag on board the *San Josef*, to proceed to Cheltenham on leave. Captain R. Curry, C.B., assumes the command *pro tempore*, as a commodore of the second class. His Majesty's sloop *Nautilus* arrived on the 2d instant from Oporto. The *Britannia*, having had

the injury done to her keel and forefoot, by grounding off Lisbon, made good, was undocked on the 9th. The Royalist sailed for Lisbon on the 10th. The Plymouth Royal Naval Club dined together on the 11th, to celebrate the victory obtained by Lord Duncan, over the Dutch fleet off Camperdown. His Majesty's ship Stag arrived on the 12th, and came up Hamoze to be docked. On the 14th the Champion sloop, and Ceylon, Harbour flag ship from Malta, with Eord Nugent on board, sailed from the Sound. During the stay of his Lordship at Devonport, he was gratified by the polite attentions of Captain Superintendent Ross, C.B., with a display of the models, costumes, &c., exhibited in the dock-yard procession on the occasion of his present Majesty's coronation. His Majesty's sloop Trinculo arrived from Cork to be fitted for foreign service. On the 18th, the Malabar was commissioned, and this day the Tyrian and Frolic packets were paid off.

The Calcutta, a fine new teak-built 84, is preparing for commission, and in this ship is introduced the new interior arrangement of berthing the officers and ship's company upon the orlop deck; but, as little is yet done towards it, we can only generally describe it by stating, that the orlop deck, instead of terminating as formerly just abaft the steward's room, is now continued to the stern as the gun-decks are; the cant which forms the aftermost boundary of the cabins is run across the deck about eighteen feet from the stern, and from this cant the cabins, steward's room, &c. extend forward to abreast of the pumps, leaving all the deck before that for accommodating the crew, as is done in frigates.

A new deck is to be put in about five feet below the orlop, extending from the stemson to about as far aft as the former orlop did. The magazine (there being but one in this ship) is placed in midships, immediately before the main hatchway, and being floored on beams laid above the keelson, its roof will come close under the new deck. Upon this new deck will be arranged the store-rooms, sail-room, hemp, cable and hawser tiers, with most other things formerly kept on the orlop. To compensate in some degree for the stowage of bread taken away from what was formerly the driest and most capacious part of the bread-room, large things are to be inclosed under the orlop deck, extending a considerable distance forward from the bread-room; and the wing gratings are, it seems, still to remain in that part of the orlop deck before the cabins.

The advantages of this plan are said to be the keeping the gun-decks perfectly clear from all incumbrances of officers' cabins and luggage, seamen's mess-tables, stools and utensils, as well as their hammocks and bags, and thus leaving nothing about the guns but what properly appertains to them.

Certain it is, that in some very rare instances at night or in a fog, we have been caught by the enemy unawares; as in the case of the London and Marengo, wherein it is said the former received the latter's first broadside before the hammocks were piped up; but to those officers who served with Nelson, Collingwood, or the veteran Cornwallis, it will seem almost impossible that a British man-of-war could at any time be taken by surprise, although the officers' cabins were on the ward-room deck, and the crews messed and slept between and over the guns. Indeed, such were the excellent and judicious arrangements then made in all well-disciplined ships, that in a space of time not generally exceeding five minutes, every gun would be ready.

The disadvantages which appear to be involved in this new plan are, that a space above six feet deep (including the beams of the new deck) and nearly the whole length of the ship, is taken from the broadest and most capacious part of her stowage, thereby reducing her ability to carry water and provisions more than one-third; and much of the bread to be stowed in these sub-marine wings will probably be spoiled by damp.

It is not to be expected, that any serious disaffection will ever again exist in our ships; but might it not be feared that, in the event of such a possible occurrence, when all the officers are sleeping upon the orlop deck, the facility of securing them there would too readily suggest itself? It has always been an object of primary importance to have our ships well ventilated as the surest preservative of health, but how a sufficient supply of vital air is to be diffused throughout the orlop of a ship of the line occupied both at meal times and at night by seven or eight hundred men, does not yet appear in the Calcutta. The hatchways, even with windsails as large as themselves, will not do it, and the steam of victuals, the exhalations from the crew, and the noxious effluvia which will arise, through the wing gratings, having no means of escape by air trunks or scuttles, must be condensed between and immediately under the beams, and materially contaminate the atmosphere inhaled by the crew, whose hammocks hang in contact with it. There is some inconvenience too in removing the men further from the scene of their duty, and those who have noticed their panting and exhausted state when suddenly turned up, and having to run from a line-of-battle ship's lower deck, to the fore or main-tops, will not wish them to leave another deck to ascend. It is further submitted that by the vast quantity of dead weight formerly on the orlop deck being put so much lower down in the vessel, additional straining of the wales, when under a press of sail, or rolling in a sea, will necessarily ensue, since the ship's line of suspension or flotation is just about midway between the lower gun and orlop decks; and as this point is nearly that upon which the body of the vessel must rest when she has any considerable heel, the weight of guns, masts, rigging, sails, &c. pressed also by the wind being all above it, and the ballast, provisions, water, and stores being all below, the ship will be like a beam supported only near the centre, and having enormous weights at the ends. I say nothing of the personal inconvenience and diminution of comfort to both officers and men, by living on a dark, confined, and unwholesome deck, but those who know what a line-of-battle ship's lower deck now is when the weather prevents the ports being opened for three or four days together, can easily imagine how much more disagreeable a more thickly inhabited and unventilated orlop, under the same circumstances, must inevitably become. Under these considerations it is a serious question for those with whom it rests, whether the probable advantages sufficiently overbalance the clear and decided defects of this new arrangement to warrant its being generally adopted, especially as a great additional expense will be thereby incurred.

I remain, your very humble servant,

ALPHA.

P. S. The Devonport correspondent of the United Service Journal begs to apologize for having embodied, in a former correspondence, an "Extract of a Letter from an Officer of the *Imogene*," that had previously appeared in the "Portsmouth Herald," of which circumstance he was, at the time, unaware.

Plymouth, Oct. 20th.

MR. EDITOR,—From the decided interest you have always manifested for the establishment and prosperity of the Naval and Military Library and Museum, I feel convinced it will be gratifying to yourself and not uninteresting to your readers, to be informed, that there has been lately formed here, in conformity with the wishes of the "Council," a local committee, to promote in this neighbourhood the important objects which that Institution has been established to effect. This Committee consists of the following officers:—

Rear-Admiral Brooking.
Superintendent Capt. Ross, R.N., C.B.
Capt. Richard Pridham, R.N.
Lieut.-Col. Hamilton Smith.
Commander Thomas Favell, R.N.

Capt. Hawkins, 22d Regiment.
Lieut. Somerville, R.N.
Dr. Swayne.
Thomas Shanks, Esq. Purser, R.N.
J. Franklin, Esq. Mast.-Att. Victualling.*

The Commissioner has granted to the Committee the use of a room for holding its meetings, and has also intimated that he will cause all contributions to the Museum from officers at home, or on arriving from foreign stations, to be forwarded to the River free of expense. I, therefore, hope shortly to be enabled to give you a satisfactory account of its proceedings. The Commissioner has been kind enough to show me a splendid model, between four and five feet long, of the Breakwater, which he is preparing to send to the Museum,—an example that, I have no doubt, will shortly be followed by others employed or residing at this Port.

Yours, &c.

Milford Haven.

ON the 26th September, arrived the Nautilus, hired Admiralty steam-vessel, employed under the superintendence of Lieutenants Denham and Robinson, R.N., in surveying the Bristol Channel. For several years these officers have been engaged in their important undertaking, and their survey of the Bristol Channel, corresponding with the Ordnance trigonometrical admeasurements, will be completed during the present autumn. I have been favoured with an inspection of Lieutenant Denham's charts in manuscript; and conceive they are the most exact and beautiful specimens of hydrography extant. The numerous rocks, shoals, banks and sands, upon the dangerous coast of South Wales, are depicted with the greatest accuracy—the soundings throughout admirably portrayed—excellent tide-tables affixed—and appearances of head-lands faithfully sketched. Indeed, it is no less surprising than true, that in a great commercial empire like Great Britain, we should hitherto have had no accurate chart of the Bristol Channel, in which are situated the trading ports of Newport, Cardiff, Swansea, Carmarthen, Milford, Biddeford, Barnstaple, &c. This desirable object is now, however, fully and faithfully accomplished by the labours of Lieutenant Denham. Several new dangers have been discovered by his exertions; and light-houses have recently been erected at his suggestion, by which hundreds of lives, and thousands of pounds annually, will be saved to the nation. The Admiralty are engraving Lieutenant Denham's chart, but upon a smaller scale than could have been desired. The merchants of Swansea, however, with a liberality worthy of them, have undertaken to engrave that portion of the survey which applies to their own port and its approaches, upon a scale equal to the original manuscript. Lieutenant Denham's survey of Milford Haven, the most magnificent port in Great Britain, is already published by Mr. Bate, the agent appointed for selling the Admiralty charts. It is deeply to be lamented, however, that, to effect a pitiful saving, this chart of Milford Haven has been mutilated by the excision of its approaches. The inhabitants of Pembrokeshire should therefore follow the example of the Swansea merchants, and take steps to procure the publication of Lieutenant Denham's survey of Milford Haven, *with its approaches, and upon the same scale as the original.*

Lundy Island, at the entrance of the Bristol Channel, which has hitherto been resorted to only by a few pilot and fishing vessels, has been discovered by Lieutenant Denham to have a good roadstead, where a considerable fleet might ride securely in westerly gales. The promulgation of this information may prevent the necessity of vessels outward bound, when meeting an adverse wind, running back upon the dangerous coast of Wales, or returning

* Similar committees are in progress of formation at Edinburgh, Chatham, and other places, of which, when completed, we expect to receive due notice.—Ed.

over the formidable bar of Bideford and Barnstaple. Lundy Island has lately had excellent light-houses erected upon it, and is likely to become of more importance from the recent discovery of a valuable silver and copper mine. It was formerly the property of Admiral Sir John Borlase Warren, but being considered of little value, it was sold for a trifle, and has since frequently changed owners, till it fell into the hands of the present fortunate possessors, who will, it is said, realize at least 12,000*l.* a year by the produce of the mine alone.

The accounts published in the Hampshire Telegraph and other papers, as to the changes which have recently taken place in Pater yard, are incorrect. Mr. John Peake, the master shipwright, is removed from Pembroke to Portsmouth; and, instead of Mr. Allen, the office of master shipwright or builder of Pembroke yard, will be filled by Mr. Hawkes, who formerly held the same situation at Bermuda.

Milford Haven is hereafter to be made a station for ships in ordinary, requiring repair. The *Belleisle* is expected hourly from Plymouth, to have her defects made good; and it is calculated that moorings will be laid down in this magnificent port for ten or twelve sail of the line.

Notwithstanding the late tremendous gales of wind having forced the Mediterranean steam-packets back to Falmouth, yet his Majesty's Post Office steam-packets plying between Milford and Waterford, have not failed in a single instance to effect their passages.

The new packet Pier, or rather Jetty, erecting at Hobb's Point, near Pembroke dock-yard, proceeds but slowly, owing to the want of adequate funds, and the determination of his Majesty's government not to grant a shilling out of the public treasury, without the express sanction of Parliament.

Anglo-Hibernian Packet Establishment.

Milford Haven, Oct. 13, 1832.

MR. EDITOR,—For having made a few observations, founded on facts, in a preceding Number of your truly valuable Journal relative to the peculiar eligibility of this port for the continuance of the Anglo-Hibernian Packet Establishment, I am unceremoniously (both attacked and) called upon, by a person styling himself “Peregrinator,” to answer a series of questions, the practicability of which he effectually precludes by carefully concealing the purport of his queries under such a jumble of words, heterogeneously mingled together, that no one, however transcendent his abilities, can possibly understand them; indeed, so utterly devoid of common sense are his sentences, that I should not have deigned to notice them, but that I anticipate thus more effectually holding them up to ridicule, than if I had treated them with the silent contempt they deserve.

What, for instance, can be inferred from the following: “Bristol has of late been more enterprising; and by the present large establishment of steam-packets is most anxious to retain their employ; the chief point in their favour is, the *near proximity* to London for easy and expeditious conveyance to the point of embarkation”—or from this interrogatory:—“Question—Does Milford Haven afford equal facility with respect to the impediments of nature, by want of water in the river Avon, and the numberless obstacles, by constant shifting of the sand-banks in the Bristol Channel, as well as the distance to pass over by water to gain the point of Milford?” Nothing, surely, but that the composer's faculties were conglomerated either with the anticipation of *confounding*, if not of *confuting*, his adversary, or the still more intoxicating foretaste of seeing his productions appear in print. This vortex has swallowed up many, and I opine has had no small share in stultifying my querist. I trust the “mode and manner” of my correspondence will clear me of the abusive epithets he hurls at me, which must they rather revert to himself—for it is neither “decent nor delicate” to enter the gladiatorial arena of a paper warfare with such scurrilous terms as “puff,”

PRINCIPAL PORTS AND STATIONS.

"land-lubber," and so forth. No, no—your itinerant correspondent will find, should he persist in such a strain, that the suffocating strop of early criticism, or the chilling tramontane of more damning though later effects of public opinion, will so effectually destroy his hopes of authorship, blast his prospects, and annihilate his pretensions to literary notoriety, that he will sink, and, "like the baseless fabric of a vision, leave not a wreck behind."

I defy the most sound logician to combat any one of his assertions; each is alike unintelligible—*sui generis*—and therefore unanswerable.

I remain, Sir, your obedient Servant,

NAUTICUS.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Reply of Captain Basil Hall to the Article "Character and Conduct of the late Captain Corbet Vindicated," in our last Number.

Portsmouth, Oct. 5th, 1832.

MR. EDITOR,—I have read with no small surprise, but with very great interest, the article in your number for this month, entitled "Character and Conduct of the late Captain Corbet vindicated;" and I beg you will insert in your next the few, and I trust satisfactory observations which I feel called upon to make in reply.

As the professional character and conduct of every public man form clear, a fair matter of controversy, and as the merits of the officer in question, and especially of the action in which he fell, had long been much the subject of discussion amongst naval men, I naturally availed myself of a topic familiar to all to illustrate some positions which I thought might be useful to the service at large. In doing this, however, it appears that I fell into the error which it was one of my chief purposes to condemn—by taking that for granted upon insufficient authority, which was capable of being made certain, one way or the other, by due inquiry. Instead of trusting to the vague reports floating about the fleet, and which I might well have suspected of being either unfounded or exaggerated, I certainly ought to have sought out Captain Corbet's surviving companions—Captain Jones and others—and gained from these unexceptionable eye-witnesses, either a confirmation or an authentic denial of the circumstances alluded to. Had I pursued this course, it will be quite apparent to every one who read Captain Jones's vindication of his gallant commander, that the statements of which he so justly complains, would never have appeared. In all probability, however, the character and conduct of Corbet would, in that case, still have been left to be bandied about in the navy, not much to the credit of the profession, and to the very natural mortification of his friends. Both those friends and my brother officers will, therefore, I trust, be better pleased upon the whole that the question has been at last stirred in a way to claim attention, and that its merits are now to be considered, in the face of the profession, in a spirit of fair and gentlemanlike enquiry, in which truth is the standard, and justice to the memory of a brave man the proximate motive, while the good of the service must be the ultimate object of all the parties concerned.

There are three points in my work to which Captain Jones objects:—1st. The account which I give of a mutiny on board Captain Corbet's ship; 2ndly, the subsequent behaviour of the crew of that ship in action; and, 3dly, the manner in which the ship was brought into contact with the enemy. It now appears, that although there certainly was a mutiny in the *Africana*, it occurred antecedently to Captain Corbet's taking command of that frigate. The cause of this insubordination of the crew was, no doubt (as Captain Jones states), "the *reputed* severity of the officer appointed to her." But it

is clearly made out that, after he took the command, there was no mutiny at all, or apparently any remaining disaffection in the ship's company; so that the account which I have given upon hearsay is incorrect in its main particulars, and of course the reasonings drawn from it go for little or nothing. I can only say, that the story as I told it has long been current in the navy; and Captain Jones furnishes the key to explain how this happened. Not long after Captain Corbet joined the ship, a letter, he states, threatening the Captain's life, was thrown into the quarter-gallery window: this, together with the outrageous behaviour of the people on board only nine days before, very naturally induced him to act as if his crew were in a state of revolt. He drew his sword, made the marines fix their bayonets, and then addressed his crew in a tone of such energy and decision, that if there had been any latent seeds of mutiny amongst them, they must have been cast out. Captain Jones's simple statement of the facts as they occurred, will strike every one as being more graphic and effective in every way than my account, which is drawn up from mere report; but still I think it will be admitted that the two are substantially the same, as far as the conduct of Captain Corbet is concerned. I supposed, erroneously, there had been a mutiny, and I described the manner in which I believed it had been suppressed;—whereas, Captain Jones, who was on board at the time, shows us that there was none; but he also lets us see how Corbet, under similar circumstances, would have acted; and surely this anecdote, related either way, tells so much in favour of Captain Corbet, that no friend of his need regret its having been brought forward.

Captain Jones adds an extremely valuable little touch:—As soon as the affair above alluded to was settled, Captain Corbet ordered the muskets to be discharged, and the guard of marines which, up to that time, had been kept day and night abaft the mizen-mast, to be forthwith discontinued; "after which, the men and officers cheerfully and smartly performed their duty." This manly show of confidence, at such a moment, was adopted in the true spirit of genuine discipline; and I shall ever regret having inadvertently said anything to deepen the prejudice against an officer capable of seizing such a point, and possessed of sufficient vigour of character to carry it into practical effect.

With respect to the second matter upon which I have been led into error, by taking current reports for granted, instead of inquiring into them, I must admit Captain Jones has also made out his case completely; for it now appears, that the crew of the *Africaine* did their duty gallantly, not only in the action with the frigates, but in some hard service in the boats the day before. Consequently, the inferences into which I have been led by the adoption of the "fable," as Captain Jones well calls it, heretofore so prevalent in the navy, fall to the ground, and Captain Corbet and his crew will henceforth stand relieved from the unjust pressure of a charge which, with such means of explanation, has surely been too long permitted to rest upon their memory.

I shall of course be most happy to co-operate with his friends, as far as I now can, in placing the true state of the case before the public. I shall certainly recast the whole chapter which has led to this discussion, in the event of my work ever reaching another edition; and, in the mean time, I propose to add this letter as an appendix to the account as it stands, in all those copies not yet in circulation. This will have the effect of calling attention to Captain Jones's statement in your number for October, 1832.

With respect to the third point in discussion, which may be called the seamanship of the *Africaine's* action, I shall merely observe, that Captain Jones, in all essential particulars, confirms, as it appears to me, the accounts I had before heard only vaguely stated. But as he gives the details with such minuteness and fairness, that every officer will now be enabled to form his own opinion from an authentic source, any further comment of mine is obviously rendered unnecessary.

I remain your most obedient humble servant,

BASIL HALL, Capt. R.N.

Further Testimony to the Character of Captain Corbet.

MR. EDITOR,—I was much gratified at reading in your excellent Journal for this month, Captain Jenkin Jones's able vindication of the character of the late Captain Robert Corbet. In addition thereto, I beg leave to state, that I served as lieutenant with the late Captain Corbet during the time he commanded the *Sea Horse* in 1805 and 1806, and in that ship we had a similar occurrence to that stated by Captain Jones, of an anonymous letter having been written, accusing Captain Corbet of tyranny, oppression, &c. The crew were mustered, and individually interrogated as to their knowledge thereof, after being assured that no harm should happen to any man who would avow it; they were then collectively and individually requested to come forward and make any charge against their captain, which he would immediately forward to the commander-in-chief, and were assured, that any man who would do so, should be discharged into another ship immediately after a court-martial should be held upon the captain in consequence of their complaint; still not a man had any grievance to state, and the anonymous letter was generally believed to be the production of some discontented sea-lawyer, or high bounty man, a description of vagabonds which, in those days, few ships were without.

To the credit of the *Sea Horse's* crew, it was subsequently ascertained that the anonymous letter was *not* written by one of them. Captain Corbet commanded the *Sea Horse* about twelve months, and although his punishments were sometimes severe, and occasionally irregular, I must say that during that time, I never saw a man punished who did not richly deserve it; I have more than once heard the good seamen congratulate each other upon being commanded by an officer who made every one, *from the highest to the lowest*, do their duty; for under Corbet there was no skulking or leaving the ship's duty to be done wholly by the *willing hands*.

The Mediterranean being at that period nearly cleared of the enemy's ships of war, we were never fortunate enough to be in action while under his command, but I feel justified in saying, that a braver man, or a better seaman, never stepped a quarter-deck; his kindness and humanity to the sick were always conspicuous, they were liberally supplied with nourishing food from his table, and I fully coincide in the character lately given him by one of the old *Sea Horse's* men, who in passing through this city, *favoured me with a call*, and who said, "Captain Corbet was a tight hand, to be sure, but he knew his work, and if he made those under his command do their duty, he never, upon any occasion, spared himself."

It is remarkable, that the inhabitants of the Mauritius still bear in mind a lively recollection of the activity and perseverance of the gallant Corbet; in such a constant state of terror did he keep the whole coast of that island, that his name, even to this day, is made use of to describe anything unusually smart or dashing; for whenever the ship he commanded made her appearance, there was no safety for anything which floated on the water: neither *guns, batteries*, nor *troops* afforded them protection, Corbet was sure to have them out.

I trust, Mr. Editor, that the author of the second series of "Fragments of Voyages" will see the necessity of correcting his work, as far as relates to my late gallant Captain; I am confident he cannot feel desirous of unjustly stigmatizing the character of a deceased brother officer, and of one too who nobly fell while contending against an overwhelming superiority of force.

I regret trespassing so largely upon your columns, but I am induced to do so, in order to assist in rescuing from misrepresentation and undeserved obloquy, the character of one who was undoubtedly a *gallant officer*, an *able seaman*, and an *accomplished gentleman*. I am Mr. Editor,

Your very obedient Servant,

Hereford, Oct. 8, 1832.

THOS. BENNETT, Capt. R. N.

The Spanish Ex-Minister San Miguel.

MR. EDITOR,—Justice to myself and the other parties implicated in the discussion demands that I should trouble you with a few remarks in reply to a letter signed "A Friend of San Miguel," contained in the United Service Journal for October.

I do not complain of the terms in which your correspondent alludes to my mention of the intemperate conduct of the Ex-Minister in his negotiations with the plenipotentiaries of the allied powers previous to the invasion of Spain in 1823,—“proof or reasoning” upon this point would have been out of place in a Sketch of the War, the events in question having preceded the commencement of hostilities; and as they were in themselves attended with a degree of notoriety which seems to render “proof or reasoning,” in respect to them, almost superfluous, it may, therefore, be admitted to the Friend of San Miguel, and to myself, to continue to view this point as a matter of opinion, till a different light be thrown upon it from that in which it at present appears.

Your correspondent goes on to state, that the private character of San Miguel is a subject of a very different nature, and demands a little more consideration.

The general truth of this proposition I may admit, but am disposed to insist upon the question at issue being treated wholly as a matter of history. Senor San Miguel has rendered his name the property of history, and this question falls to be discussed solely on such a footing by the historian, however ill-qualified the latter may be for his task.

You observe with great truth, in the note prefixed to the letter of San Miguel's friend, that none but those who have attempted it, can understand the difficulties of writing history,—and that if broad facts, for which grounds either positive or presumptive existed, were not to be boldly, though conscientiously stated, there must be an end to historical records. I shall here also shortly allude to the difficulties of writing an account of the invasion of Spain by the French in 1823, by observing, that such difficulties certainly would not be diminished by leaving the scattered records of the war to the mutilation of the party, which it has become the fashion to denominate liberal, and which I have little doubt would be the case, were absolute deference paid to the opinion of those, who, like your correspondent, think that the time is not yet arrived when the invasion of Spain by the French in 1823, (which he is pleased to term atrocious,) can be properly appreciated, or fully, dispassionately, and impartially discussed. It was with the view of aiding in preventing such mutilation, that I lent my feeble assistance in arranging and compiling the sketches of this war,—the desultory nature of which, necessarily involves the result, that the authority on which its various incidents are related, should be possessed of comparatively stronger or weaker claims to implicit credit and belief. But here again the subject does not differ in its nature from all other history, and it is proper that I should not longer delay to expose the authority on which the statements which have given offence are founded.

In the London Courier, of June 23, 1823, the following intelligence from Gibraltar is given:—

“Colonel San Miguel, late Minister for Foreign Affairs, has arrived here; his friends circulate a report that he is going to join his regiment in Catalonia: he does not go the shortest way. Others say that he has brought with him a great part of the sacred utensils and plate of the churches of Seville.”

Had this statement received authentic contradiction at the proper time, it certainly could not, with any shadow of justice, have been advanced as a sufficient ground for repeating the charge in question, but it has for nine years and a half been suffered to remain recorded in most of the journals of Europe, without receiving any contradiction whatever. In the opinion of

many persons, even this, however, may appear inconclusive evidences for the truth of the statement, but I have a right to demand, in connexion with this part of the subject, that it shall be remembered, (in spite of the denial of the fact by the friend of San Miguel) it was matter of absolute notoriety, that great part of the revenues of the government of the Cortes were afforded by the spoliation and confiscation of the property of the Spanish church. On this head I have the testimony of persons of the utmost veracity, who lived in Spain under the constitutional government, and some of whom still continue to reside in that country, and whose evidence I can, if it be deemed necessary, at any time adduce. Such, indeed, was the dread entertained by the church in respect to the exactions of the government, that, in many instances, (particularly at the Scotch College at Valladolid,) it was deemed necessary to conceal the plate of the chapel, in order to preserve it from the constitutional government.

That some agent of the government of the Cortes had actually in his possession funds, with which supplies of provisions and stores for the division of the army of which San Miguel was appointed chief of the staff, were about this time purchased, seems certain, for I find that, soon after this officer visited Gibraltar, viz., between the 9th and the 13th of July, 1823, twenty-five sail of vessels arrived at Barcelona, laden with stores and provisions, and that amongst the articles on board of these vessels, was a quantity of coal, which I presume could have been procured no where else in the Mediterranean than at Gibraltar.

Your correspondent affirms, that Senor San Miguel must have found the greatest difficulty in conveying the bulky article of church plate from Seville to Gibraltar, and in landing it in the garrison. I confess I do not see the reality of this difficulty, as I know that a few hours' work of a journeyman silversmith, or a chemist's assistant, would suffice to convert many tons of church-plate into the most portable form which gold or silver can be made to assume, namely, into the shape of ingots, a form too, in which the identification of the treasure would be impossible. I may here state, that I have myself seen casks of coined money landed at Gibraltar, without attracting the slightest notice on the part of the authorities,—the garrison being a free port.

That these facts do not absolutely prove that Senor San Miguel carried off with him church-plate from Seville, may be the case; that it may be incapable of mathematical demonstration that he did so, may also be true; but his friend, I maintain, by no means demonstrates this,—nor do I think that he is likely to prove that the assertion is so eminently absurd as he declares it to be. At the same time I cannot have the slightest wish to attack, or press upon an individual circumstanced as your correspondent describes his friend to be; all I demand is, that the facts I have stated be duly considered, and viewed in their bearing upon each other, before I am charged with unfounded calumny; and if, after this statement, it should still be thought that the passages in question contain an unjustifiable reflection upon Senor San Miguel's character as a gentleman, I cannot object formally to retract the same.

It is scarcely necessary to add, that no insinuation is intended or conveyed, that Senor San Miguel had furtively possessed himself of the treasure in question, or that he had improperly applied it after it was in his possession; and as for the phrase "contrived to carry off with him," it surely cannot be considered as inapplicable, when, in addition to the difficulties of conveyance suggested by his friend, it is recollected, that almost every part of the Peninsula was at the time overrun by a foreign enemy, or hostile guerrillas.

I peruse with pleasure the account of the generous conduct of Mr. Canning, described by General San Miguel's friend, and hope that it will find imitators amongst the successors in office of that minister, in times like the present, of universal convulsion, when even princely stations are not suf-

ficiently high (as your correspondent justly observes) to afford protection against political vicissitudes.

I may just add, that San Miguel's gallant conduct at Tramaced, where he was wounded and made prisoner, had not escaped my notice; as I find I have done ample justice to it in a "Sketch of the War," intended for a future number of your periodical.

I am, Sir,


Your obedient and humble servant,

A ROYALIST.

Royal Yacht Club Proceedings.

MR. EDITOR,—An article in a late number of the United Service Journal has induced me to make a few observations. In a publication of such acknowledged merit and extensive circulation, I feel secure of not being a rejected correspondent, as your object is manifestly to give *fair play* to all parties; and the public is entitled, in fact, to seek at your hands for a just information relative to any matters upon which it is your "hint to speak." In your report, therefore, of the performances of the Emerald, and the Paddy from Cork (Big Paddy *par excellence*) the public are not informed that some years ago the Emerald was Lord Anglesey's private yacht,—then a peerless vessel—and that she is even now the fastest cutter in his Majesty's service. Her principal merits are original. She was projected, built, launched, and is still sailed precisely as she was at first. So far Mr. Santé's was a principle—one, however, that many of his own vessels testify to be erroneous, by sailing faster when lengthened at the bow than they did in their original proportions.

These facts premised, we now come to the Big Paddy from Cork. What has she done transcendent? She has perhaps sailed upon a par with some *sea-going vessels*—by sacrificing stowage, accommodation and comfort, for the sole purpose of gaining a race. Is she rightly?—No! Is she well proportioned?—No! Is she a vessel to keep the sea?—Decidedly no! What then is she? A mere racer, which can only gallop on the smoothest turf—a light regatta craft, which would turn the turtle off Scilly, or be swamped by the first "gentlemanly roll of the Atlantic." She first came out with a certain form and tonnage—sailed tolerably, and, with a view to her improvement, was lengthened some feet by the bow. Quite characteristically, however, after this said lengthening, the Paddy was declared to be shorter and of less tonnage than before, at least I believe her proprietor calls her of less tonnage. A simple figure, however, will best illustrate the nature of the alteration,

; the number 1 being the shape of the original stem, and number 2 as it is at present.

Let us now advert to what have been the exploits of this celebrated Hibernian—this perfect devil off the wind—and this match for the Flying Dutchman close-hauled. She has, very *uneasily*, beat the Emerald, a cutter inferior in tonnage to herself, but superior in all the qualities necessary to a sea-going vessel. Then what has the Paddy done with other yachts—with the Dauntless, for instance? It is notorious to all Portsmouth that the latter was always hovering about, open to a fair challenge, having heard of the Paddy's thirst for conquest; and whenever they met upon equal terms, the Milford build had generally the best of the race. In fact, three days out of four, the Dauntless, of barely 30 tons, is more than a match for this same Paddy from Cork. In short, all that the constructor of the latter can say is this:—"I have built a vessel for sailing only—she did sail, and by altering I have made her sail better. This is all that I can boast of *principle*—comfort and stowage are altogether out of the question—nor dare I venture out into 'the sea—the sea—the open sea'—even in practicable weather." Of

what advantage then, it may be asked, is this principle of construction, whenever stakes and cups are out of fashion?

The constructor of the Paddy from Cork should bear in mind that no theory can be considered as established, till it has stood the test of extensive practice; and that notwithstanding all the parade of government trials, correspondence, and the assumption of discovering new principles of naval architecture—the projector of the Paddy has not produced a sea-going vessel, nor even a yacht, that has beaten or challenged any superior craft belonging to the club.

It may appear, at this length of time, illiberal to attack the well seasoned laurels of the Paddy, and to point out thus publicly what she is in reality: but—*Palmas qui meruit ferat*—the statements hitherto put forth are completely ex-parte; and so much stress has been laid upon the Paddy's beating the Emerald, say 100 against 84 tons, that no one would for a moment suppose this vaunted racer has literally done nothing!—A vessel does nothing till she beats a fast-sailing notorious clipper, at least as large as herself, and this still remains for our friend Paddy to accomplish. Let her throw down the gauntlet, and there are many besides the Dauntless who would not shrink from the contest. In one word, if it be generally believed, that the Paddy from Cork is equal to any vessel of her own tonnage, or superior to any vessel under it, the public are greatly mistaken even in her sailing qualities—to say nothing more of her *stowage*.

Let the projector of this vessel build a craft having somewhat more than deck and keel—let him take a few hints respecting rigging and proportion from his neighbours of the Royal Yacht Club—let him get a cleanly mate with some holystones and sand—then let him go amongst the yachts at Cowes, challenge and beat them all—“*BID HIM DO THIS, AND CATO IS HIS FRIEND.*”

I remain, Sir, yours, &c.

JOHN BROWN.

Construction of the Castor.*

MR. EDITOR,—In the last number of your Journal, you requested any of your correspondents, who were conversant with the principles of construction carried into effect in the Vernon and Castor frigates, to give them for the satisfaction of your nautical readers. As I am well acquainted with those which Sir Robert Seppings made use of in planning the draught of the Castor, I think a detail of them may be satisfactory. But first let me give the principal dimensions of the ship, with the elements of construction by calculation, as deduced from the draught.

		Ft.	In.
Length on the lower-deck		159	0
„ „ calculated, of the keel, for tonnage		133	7½
Breadth, to the thickness of the bottom		42	6
„ „ from out to outside of the wales		43	0
Depth in hold		13	6
Proposed draught of water {	Afore	19	1
	Abaft	20	1
Proposed height of ports of the main deck {	Forward	8	8
	Midships	7	8
	Abaft	8	6
Burthen in tons		No.	1283

This ship carries the following ordnance:

	No.	Pounders.	
Main deck	22	32	long guns.
Quarter-deck	10	32	heavy cannonades, weighing, independently of their carriages, 25 cwt. each.
Fore-castle	4	32	

* In our next we hope to give a similar detail of the construction of the Vernon.—ED.

Area of the load water line	Pt. 6036
„ „ sails	20408
	Tons Cwt.
Displacement at the load water line to each inch of immersion	14 8
	Tons.
Total displacement of the body, according to the draught of water, calculated	1825
	Pt.
Moment of the ship's stability	12,400
Distance between the ports	9

The dimensions of the principal masts and yards are as follow:

	Masts.		Yards.	
	Length, yds. in.	Diameter, in.	Length, yds. in.	Diameter, in.
Main-mast . .	32 0	30 $\frac{1}{2}$	28 26	19 $\frac{7}{8}$
„ top-mast . .	19 6	17 $\frac{1}{2}$	21 20	13 $\frac{1}{2}$
Fore-mast . .	29 13	27 $\frac{1}{2}$	25 6	17 $\frac{1}{2}$
„ top-mast . .	17 0	17 $\frac{1}{2}$	19 9	12
Mizen-mast . .	23 2	20	15 3	10 $\frac{1}{2}$
„ top-mast . .	14 13	11 $\frac{1}{4}$	14 20	8 $\frac{1}{2}$
		Length yds. in.		Diameter, in.
Bowsprit		19 19		28
Jib-boom		15 0		12 $\frac{1}{2}$
Spritsail yard		19 9		12

The scantlings of the frame, beams, &c. of the *Castor*, are, generally speaking, in conformity to a scale of dimensions for ships of all sizes, calculated, about twenty years since, by the late Vice-Admiral Thomas Hamilton and myself, and which was then adopted by authority, with, however, these exceptions, that the frames of the *Castor* are increased, in a small degree, in dimensions in wake of the main-deck ports, and also the beams of that deck, to meet the greater weight, and consequent raking motion of the 32-pounder guns. In mentioning the name of Hamilton, I may be allowed to observe, that no man benefited the Navy of England more. His natural acuteness was aided by deep theoretic knowledge; and without such combination of powers in the constructor, this country cannot expect solid and lasting benefits from her navy.

The *Castor*, although not a copy or an imitation of any draught, is evidently constructed upon the parabolic principles of Chapman, the great and renowned Swedish architect, as may be seen by her rising floor and strait of breadth. However much it may be the fashion of those who are but superficially acquainted with the subject, to decry these in favour of some speculative notion, yet they can be supported by logical and mathematical reasoning, and will remain a monument of his talents, when assumptions, which have derived importance merely from the fashion of the day, will finally end from their obliquity.

There are few more important considerations in naval construction than the position of the masts in a ship, but as no general reasoning can be applied to this from our ignorance of the resistance of fluids, so those in the *Castor* have been placed in such relative situations as experience has pointed out to be the best, having a relation, however, to the form of her body.

The rigging of the *Castor* (in point of the size and position of the shrouds, stays, &c.) is in conformity to the usual practice, and her sails are cut by the plans generally adopted in his Majesty's dock-yards; in these, then, there is nothing of novelty.

When the stability of the *Castor*, and the spread of her canvas, is compared with those of other frigates, she is evidently undermasted. This circumstance I pointed out to Sir Robert Seppings, and urged him to give her more ballast and much larger masts and yards. His answer is worthy of

being recorded: "It is my wish to construct ships for general purposes, to do well on all stations, and under all circumstances of weather, and not fit them only for a particular trial; I would rather that the *Castor* should be considered deficient in propelling power, than to be overmasted."

I shall be gratified if you consider these remarks will be acceptable to your naval readers, and am,

Sir, your obedient servant,

London, 11th Oct. 1832.

JOHN KNOWLES.

Progress of a Naval and Military Lunatic Asylum.

MR. EDITOR,—Since the date of my last letter, which you were so obliging as to publish, I have been engaged in bringing to perfection the plans which I then told you were in progress. The outline, which was made by a very distinguished officer of the navy, has been wrought into a proper form and fashion by my able friend, Edward Lapidge, Esq., of Farn-street, Berkeley Square, and I have now the honour of transmitting, for insertion in your excellent Journal, a correct view of the principal front of our proposed hospital. The magistrates and others who are charged by act of Parliament with the duty of providing accommodation for the insane poor of their respective counties, have hitherto been in the habit of trusting entirely to their architect for the plans of such institutions. The county magistrates, it is true, have generally spent some money in exciting competition; but, after all, what idea could even the most distinguished architect form of what ought to be the nature and arrangements of an hospital for lunatics? They have, therefore, always kept in view a species of prison discipline rather than any varied scheme of hospital management; and even the last and best asylum that was ever built in this country—that at Hanwell—was more what a house of correction ought to be, when it was first completed, than a lunatic asylum. The genius of an able and practical physician did more to change its character in a few months, and to make it what it now is, than all the labours of magistrates, architects, and surveyors could ever have accomplished. This, however, was not done without considerable additional expense to the county. But in a charitable endowment, such as ours, such expenses are to be carefully avoided. I have, therefore (after examining the plans of all the lunatic asylums in Europe, and after studying the disease with some attention for nearly thirty years), got Mr. Lapidge to complete the plans for the "Military Hospital for Lunatics" according to my own ideas of what such an hospital ought to be. The front view, which accompanies this, contains the apartments for officers, perfectly distinct and separate, as to arrangement, accommodation, and comforts, from the apartments of the non-commissioned officers and men. The whole buildings will form, as it were, a large barrack square. I have chosen the architecture of the Tudor Gothic age, as being not only the most pleasing to the sight, but as affording all that is necessary for strength and security, without deviating from the general style of such buildings, or altering, in any one respect, its true nature and original character. Besides, it will be more economical than any other style of building whatever, to be at all ornamental.

I shall only intrude further, for the present, by observing, that as soon as the whole of the plans are engraved I shall cause them to be circulated with a detailed statement of my reasons for originating such an establishment, the certainty I have of accomplishing it, with my views and plans as to the general government, the medical and other arrangements; and though not one of the many able correspondents of the *United Service Journal* has as yet condescended to cheer me with a single note of encouragement, I have no doubt whatever of being able to accomplish what will be an honour to the British name, and a blessing to the British army.

I am, Sir, your very faithful servant,

ANDREW HALLIDAY.

Hampton Court, 12th Oct. 1832.

Ciudad Rodrigo.

MR. EDITOR.—I cannot but express my surprise at the unwarrantable attack * made upon the light division by the officer of the 5th or 77th regiment, who signs himself C. J. T. S., in your Journal of the last month. The merits of these two regiments have met with their full portion of praise in all the actions in which the 3d division were engaged; but particularly for their steadiness and gallantry at El Bodon. But why, when so full of praise from their own deeds, should one belonging to them attack the light division, on services in which that division have justly prided themselves, without disclaiming the assistance which, at the time, they may have received from others; and that, on the occasions alluded to, the light division should have owed their hitherto undisputed name to these two weak battalions, is, to say the least, saying too much.

I write, however, chiefly to the assertion respecting the assault of Ciudad Rodrigo. C. J. T. S. says, it was entirely owing to the 5th and 77th regiments carrying the great breach, that the light division were enabled to walk up the lesser breach without difficulty or loss. Now it is known to the whole army, as well as to the advance of the light division who still survive, that the light division were on the ramparts, and the head of it as far as the Citadel on the opposite side of the town, when the explosion took place at the expense magazine, close to the trench that was cut across the rampart, and where Lieut. Uniacke of the rifle corps, who had been directed to attack the rear of the enemy defending the great breach, was blown up with General M'Kinnon, and Capt. M'Dougall of the 5th regiment, who was by his side. The great breach was strewn with the dead of the 3d division, showing the great resistance they met with. The success of the light division at the lesser breach, arose chiefly from the rampart not being cut off, as it was at the great breach; but at the same time, the success of the attacks was entirely owing to the vigour of them.

The attacks upon both breaches were by signal, and, as far as it was possible, simultaneous. The light division had, however, less ground to go over, and it is reasonable to suppose, that they arrived at their point of attack as early as the 3d division did at theirs.

Colonel Dunkin and Capt. Place, of the 77th regiment, who both went to England in the same packet with the writer, two months after this affair, never even hinted at this new version of C. J. T. S., although the assaults of the two breaches were frequently the subject of conversation during the voyage.

As far as I have had opportunities of judging, the light division never arrogated to themselves any particular merit; although Lord Wellington was pleased, at times, to bestow upon them their share of praise, in the same proportion as to the rest of the army; and it is hardly fair, after this twenty years' dream of C. J. T. S., which he now believes to be true, to attempt to deprive them of it.

I perfectly agree with C. J. T. S., in the folly of the indiscreet friends of the light division and the Highland regiments, by puffing their services; but seeing the folly of it, it is strange that he should out-Herod them in extolling the services of the 5th and 77th regiments; and even in going beyond all others in puffing them at the expense of other corps. He must also recollect, that rarely a year has passed without some reminiscence being published in the United Service Journal, respecting El Bodon; till at last, even

* We have elsewhere stated our objections to this expression, which appears to us misapplied in the sense in which it is here used. As well might the arguments of ordinary conversation be converted into pointed "attacks," as the varying versions of historical disputants. Where the sphere of each eye-witness is limited, the experience of many is necessary to the sum of history.—E.D.

the writers of them disagreed as to the exact truth. I only hint this to C. J. T. S., to show what an injudicious advocate may do.

I shall recommend all those who wish not to be guided by the *ex-parte* statements of those who write with their own circumscribed views, to read Lord Wellington's despatches. With few exceptions, of which the omission of the 77th regiment in the despatch of the assault of Ciudad Rodrigo may be one, they are generally the unvarnished report of what really did happen; as what he did not see himself, he learned from the best authorities. General Picton, Colonel Dunkin and Major Sturgeon were not men who would neglect to report the truth; and it is probable, that if the account given of the assault of Ciudad Rodrigo by C. J. T. S. be correct, that either one of these three gallant officers would have reported it to Lord Wellington after the assault.

The thirst for fame, however, is so great, that, it would appear, few are contented with what falls to their lot; but C. J. T. S. must know, that it is dangerous, on all subjects, to attempt to prove too much; but infinitely so, when it is so done at the expense of the reputation of others.

* ———

Regiments employed at the Siege of Cork in 1690.

MR. EDITOR,—Will you allow an antiquary to encroach upon your pages with a military question at which he finds himself at fault?—Marlborough besieged Cork—"the beautiful city"—in 1690. Dryden, Swift, and other poets and wits have cracked a variety of jokes upon its siege of three days—but with their jokes I have nothing whatever to do; my question is touching a little anxiety which I feel to identify the troops which were there under Marlborough, with regiments at present in existence. From various authorities, I collect that Marlborough's force, independent of the foreign troops by whom he was supported in the capture of Cork, consisted of Brigadier Trelawney's regiment, his own fusiliers, the Princess Anne's regiment, Churchill's, Beaumont's, Col. Hastings', Col. Hales's, Sir David Collier's, Col. Fitz Patrick's, the Duke of Bolton's, and Earl of Monmouth's regiments, with Lord Torrington's, and Lord Pembroke's marine regiments.

Now, various army lists which I have consulted, enable me to identify the six first-named regiments with the 4th, 7th, 8th, (which is both the Princess Anne's and Beaumont's), and the 3d and 13th foot. But how to appropriate the remaining seven, I know not, although I have carefully examined, I believe, the first-published Army List; and a curious and interesting volume it is, most neatly engraved on copper plates, which bear the date 1744, and *every page* of which appears to have been sold separately at 6d.—Hear this, O ye Penny Magazine age! But, like a true antiquary, I am a sad twaddler, for all that I have to say is, how much I should feel obliged to any of your half-pay readers or correspondents who could assist me with any hint which would enable me to translate Col. Hales's, Sir David Collier's, Col. Fitz Patrick's, and the Duke of Bolton's regiments, and Lord Torrington and Lord Pembroke's marine regiments, into their respective numerals.

Your constant reader,

F. S. A.

4th October, 1832.

Breaking Infantry Squares.

MR. EDITOR,—Will you or any of your readers have the goodness to say, if it be on record that any regularly formed square of British infantry, or any body of the same men three deep, inclosing a space, has been broken into by opposing cavalry?

Your obedient Servant,

4th Oct. 1832.

MACHAON.

British Order of Merit.

MR. EDITOR.—I would propose that an order of merit be established, somewhat similar to the Legion of Honour in France, which would eventually save much expense to the nation, for hitherto promotion has been the general reward of all actions of any merit in the Navy and Army, which now makes the lists so swollen as they are, whereas an honorary mark of distinction would, in many cases, be equally gratifying to officers; and, on the other hand, many have received no reward whatever for meritorious conduct on different occasions. I therefore suggest that all officers who can produce high testimonials of any meritorious action, either in war or peace, that has been to the honour of, or of utility to, his Majesty's service, be at once eligible to be admitted as members of the "Order of Merit," which order should consist of four classes. The first class to be confined to flag and general officers, and to consist of the "star" of the order (but without the collar, ribbon, or appellation of knighthood); the second class to be confined to officers of the rank of field-officers, and to consist of a small star, two inches in diameter, suspended by a white ribbon, one inch and a half in width, on the left breast. The third class to be confined to commissioned officers of the army and navy, and officers of the navy ranking with commissioned-officers, under the above ranks, and to consist of a small cross, of the size of one inch, suspended by a white ribbon, one inch wide, on the left breast. The fourth class, as a mark of distinction to non-commissioned officers of the army, and inferior warrant and petty-officers of the navy, to consist of a narrow white ribbon in the left button-hole.

Yours, &c.

W. K.

Suspended Payment of the Deccan Prize Money.

MR. EDITOR,—The cruel suspension of the order for payment of the Deccan Prize Money, after the various promises and delays experienced, inflicts such distress upon all parties interested, that the serious attention of Government should be called on for an early and final decision on the important subject. Permit me to solicit the favour of your insertion of this in your valuable Journal.

I am, Sir, your obedient servant,

AN OFFICER.

10th October, 1832.

Medals of Merit.

MR. EDITOR,—There is a custom in several corps of granting *medals of merit* to men who have conducted themselves, for a certain number of years, as good soldiers. This system is highly to be recommended, particularly at the present day, while the British army is young and vigorous; and if general, I venture to say it will be the best means possible of inducing young soldiers to be sober, obedient, and attentive to their duty.

If you consider the above worth your notice, its appearing in your valuable Journal for the next month will ever oblige

Your most obedient and very humble servant,

DESIRIOUS.

22d September, 1832.

* * A number of Letters, already in type, are again pressed out by the extent of our Port Correspondence.—Ed.

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.
PARLIAMENT has been further pro-
 rogued.

Preparations, of which we defer the details till these means be fairly put in action, continue to be made for the joint expeditionary crusade on the part of FRANCE and GREAT BRITAIN against the rights and liberties of the Dutch people, whose attitude, as they manfully rally round their patriotic monarch, presents an exciting picture of national unanimity and right-mindedness, in humiliating contrast with the altered position of their renegade friends—the British! We blush, while we even allude, in the course of our functions, to a project so insane, iniquitous and grovelling; and though we doubt not that our comrades, wherever or however employed even at the nominal call of their country, constitutionally expressed, will do their duty, yet if we know anything of their high sense of honour and of justice, their love of rational independence, respect for good faith, and admiration of staunch principle and manly qualities, whether an ally or an enemy, we feel assured that we but echo the sentiments of the great majority, not only of our brethren of the *United Service*, but of our countrymen at large, upon a question which, for the first time since a Nassau conquered and consolidated the liberties of this country, compromises our national honour, uprightness, and sanity.

Aware as we must be of the critical nature and formidable consequences of so monstrous a coalition and aggression, we cannot even yet persuade ourselves that the combined expedition to the Scheldt will be attempted, even in common justice to those destined for the service: the local difficulties it would have to

encounter we have already shown in detail—the season becomes every day more adverse—and the tide of popular feeling sets as strongly against the barefaced outrage, as the gales of winter drive across the sand-banks of the Dutch coast.

Should our specious allies, and cordial antagonists, the French, in their overweening presumption, fire a gun by land against Holland, we have a shrewd suspicion, and a very sincere hope, that a third march upon Paris may not be more improbable or impracticable than before. Loudly though he now cackle and crow in the wantonness of his unhoped for subjugation of the British lion, the Gallic cock may again meet his match, again trail his plumage in the dust, sodden with his own gore.

The strict spirit of non-intervention, or of even-handed justice, would suggest the obvious propriety of permitting the contending parties, namely Holland and her revolted province, to decide the matter at issue between them,—the best man, whether William or Leopold, to win. In that case, there would be no need of a thousand-and-first protocol, nor of the *moyens militaires* of the new allies. A week would settle the business—an issue most devoutly undesired by “the powers” twain.

On the 29th of September, being the name-day of Don Miguel, the Portuguese forces made a desperate attack on Oporto, which was with difficulty repulsed by the British and French partisans in the service of Don Pedro, who were almost annihilated in the conflict. On the 11th of October a naval action, severe though indecisive, was fought off Vigo by the respective fleets; after which that of Don Miguel returned to Lisbon, while Admiral Sartorius,

who was wounded, directed his course to Oporto. The vessels of the latter appear to have been most roughly handled, and to have "escaped by a miracle." Both sides suffered severely, and behaved with gallantry and spirit.

On the 14th following, another unsuccessful attempt to storm the Serra Convent, south of the Douro, which had been cannonaded during the two previous days, was made by a division of Don Miguel's troops. Great resolution and obstinacy are said to have been exhibited in the assault and defence of this post, much loss having been incurred by the assailants, who were exposed. Don Miguel, having issued a general order, had proceeded to join and command his army in person; and a decisive attack upon the position of Don Pedro was expected to take place on the 26th ultimo, the birthday of the former.

MILITARY FIGURES FOR THE ELUCIDATION OF CAVALRY MOVEMENTS.

THERE is no art which stands more in need of practical illustration by means of palpable objects than that of war. Compounded as it is of elements so various, yet demanding so just an adaptation in practice. In strategy, or tactics, material images are auxiliary, if not requisite, to the clear and competent knowledge of results depending so much on the agents employed and the scene of their employment. In drill, the moves of which are supposed to be adjusted on mathematical principles, the advantage of moving diagrams (if we may be allowed the expression) representing both the theory and practice of manœuvre, is obvious. Of the several arms composing the *personnel* of war, none, from its compound nature, is so unwieldy in mass or so intricate in exercise, as cavalry. Assimilating with the other arms on *general* principles, it can only be worked, in *detail*, upon a system *sui generis*, adapted to its distinct and two-fold structure. From the same causes, the novice finds it difficult to follow or comprehend the

crowded involutions of cavalry movements.

We have inspected a plan, invented by Captain Wathen of the 15th Hussars, for elucidating the movements of cavalry by means of mounted figures, in which the object in view has been effected more completely than we had thought possible. The apparatus is composed of a squadron of miniature and moveable hussars—"The King's"—of course—complete at all points, cast in lead, poised and balanced, like the rocking horse, divisible into troops and the minor subdivisions, and worked at will and with endless variety by means of strings, ingeniously adjusted for that end. By the aid of this machinery, which is rendered as simple as possible by instructions which accompany the figures, and both point out their use, and form a guide to the cavalry movements which are the subjects of study, the young soldier may acquire a clear and ready insight into the movements with which he has not yet become familiar in practice, while the more experienced officer may find something to learn, to illustrate, or to improve, in the combinations these automata admit of. To the amateur also this toy may prove a medium of instruction and amusement. To all we heartily commend it as an aid to professional knowledge, the invention and construction of which do credit to the ingenuity and *esprit de melier* of the zealous and intelligent officer to whom the service is indebted for it. Capt. Wathen, we observe, has also published some observations on the proposed cavalry regulations and on the cavalry force generally, to which we shall take an opportunity of advert-
ing.

GENERAL MEETING FOR FORWARDING THE PROPOSED EXPEDITION IN SEARCH OF CAPTAIN ROSS.

A GENERAL meeting for the above purpose, at which Vice-Admiral the Rt. Hon. Sir George Cockburn, G.C.B. will preside, is intended to be held on the date of our present publication (November 1), at the rooms of the Royal Geographical Society in Regent Street. The proposed Expedition will be under the direction of Captain Back, R.N.

A LIST OF THE REGIMENTS OF THE BRITISH ARMY, SHOWING THE RANK AND DISTINCTION OF THE COLONELS OF EACH CORPS.

K.T. Knight of the Thistle. **G.C.B.**, **K.C.B.** Orders of the Bath. **G.C.H.**, **K.C.H.** Guelphic Orders of Hanover. **K.G.** Knight of the Garter. **K. St. P.** Knight of St. Patrick.

No.	Regt.	Army Rank.	Name and Distinctions.	Date of App.
1	Life Guards	General	Viscount Combeimere, G.C.B., G.C.H.	16 Sept. 1829
2	..	General	Earl Cathcart, K.T.	7 Aug. 1797
Roy. Hor. Guards.		General	Lord Hill, G.C.B., G.C.H.	19 Nov. 1830
1	Drag. Guards	Lt.-Gen.	Sir H. Faue, K.C.B.	24 Feb. 1827
2	..	Lt.-Gen.	Sir James Hay, K.C.H.	20 July 1831
3	..	Lt.-Gen.	Samuel Hawkes, K.C.H.	22 Apr. 1831
4	..	Lt.-Gen.	Sir George Anson, K.C.B.	24 Feb. 1827
5	..	Lt.-Gen.	Sir John Slade, Bart.	20 July 1831
6	..	General	Hon. Robert Taylor	30 Apr. 1821
7	..	Lt.-Gen.	Sir Robert Bolton, K.C.H.	24 Dec. 1822
1	Dragoons	Lt.-Gen.	Lord R. E. H. Somerset, K.C.B.	23 Nov. 1829
2	..	General	Sir James Stuart, Bart., G.C.H., K. St. P.	12 Jan. 1815
3	..	Lt.-Gen.	Lord G. T. Beresford, G.C.H., K. St. P.	16 Sept. 1829
4	..	General	Francis Hugonin, K. St. P.	9 Nov. 1808
6	..	Lt.-Gen.	Hon. Sir W. Lumley, G.C.B.	3 Nov. 1827
7	..	General	Marquis of Anglesey, K.G. K. St. P. G.C.B.	
		G.C.H.		16 May 1801
8	..	General	Sir Banastre Tarleton, Bart., G.C.B.	15 Jan. 1814
9	..	General	Earl of Rosslyn, G.C.B.	1 Aug. 1801
10	..	Lt.-Gen.	Marquis of Londonderry, G.C.B. G.C.H.	3 Feb. 1820
11	..	General	Lord W. C. Bentinck, G.C.B. G.C.H.	27 Jan. 1813
12	..	Lt.-Gen.	Rt. Hon. Sir R. H. Vivian, Bart. K.C.B.	
		G.C.H.		22 Jan. 1827
13	..	General	Hon. Sir H. G. Grey, G.C.B. G.C.H.	30 Dec. 1811
14	..	M.-Gen.	Sir Edward Kerrison, Bart., G.C.B. G.C.H.	18 June 1830
15	..	Lt.-Gen.	Sir Colquhoun Grant, K.C.B. G.C.H.	22 Jan. 1827
16	..	Lt.-Gen.	Sir J. O. Vandeleur, K.C.B.	18 June 1830
17	..	M.-Gen.	Sir John Elley, K.C.B.	23 Nov. 1829
Roy. Wag. Train		Col.	Sir George Scovel, (Lt.-Col. Com.) K.C.B.	23 Mar. 1823

REGIMENTS OF FOOT GUARDS.

1	Grenadier	Field-Marshal	Duke of Wellington, K.G. G.C.B.	
		G.C.H.		22 Jan. 1827
2	Coldstream	Field Marshal	H.R.H. Duke of Cambridge, K.G.	
		G.C.B. G.C.H.		5 Sept. 1805
3	Scots Fusiliers	Field-Marshal	H.R.H. Duke of Gloucester, K.G.	
		G.C.B. G.C.H.		26 May 1806

REGIMENTS OF THE LINE.

1	Foot	General	Duke of Gordon, G.C.B. G.C.H.	29 Jan. 1820
2	..	General	Rt. Hon. Sir W. Keppel, G.C.B.	25 Aug. 1823
3	..	Lt.-Gen.	Lord Howard of Effingham, G.C.B.	30 Jan. 1832
4	..	General	Earl of Chatham, K.G.	5 Dec. 1799
5	..	General	Sir H. Johnson, Bart., G.C.B.	12 July 1819
6	..	General	Sir George Nugent, Bart., G.C.B.	26 May 1806
7	..	M.-Gen.	Sir Edward Blakeney, K.C.B.	20th Sept. 1832
8	..	Lt.-Gen.	Henry Bryly	13 Sept. 1825
9	..	General	Sir Robert Brownrigg, Bart., G.C.B.	3 Oct. 1805
10	..	Lt.-Gen.	Sir John Lambert, K.C.B.	18 Jan. 1824
11	..	Lt.-Gen.	Sir H. T. Montresor, K.C.B. G.C.H.	24 July 1823

No.	Regt. Foot	Army Rank.	Name and Distinctions.	Date of App.
13	..	General	Hon. Robert Mead	9 Oct. 1823
14	..	General	Edward Morrison	15 Feb. 1813
15	..	General	Lord Lynedoch, G.C.B.	6 Sept. 1826
16	..	Lt.-Gen.	Sir Moore Disney, K.C.B.	23 July 1814
17	..	General	Viscount Baresford, G.C.B. G.C.H.	15 Mar. 1823
18	..	General	Sir Josiah Champagne, G.C.H.	14 June 1819
19	..	Lt.-Gen.	Lord Aylmer, K.C.B.	23 July 1832
20	..	General	Sir H. Turner, K.C. G.C.H.	27 Apr. 1811
21	..	Lt.-Gen.	Sir W. Houston, G.C.B. G.C.H.	5 Apr. 1815
22	..	General	Lord Forbes	1 June 1816
23	..	General	Hon. Edward Finch	18 Sept. 1809
24	..	Lt.-Gen.	Sir J. W. Gordon, Bart., G.C.B. G.C.H.	23 April 1823
25	..	Lt.-Gen.	Sir James Lyon, K.C.B. G.C.H.	7 Sept. 1829
26	..	Lt.-Gen.	Sir H. F. Campbell, K.C.B. G.C.H.	20 Oct. 1831
27	..	General	Earl of Dalhousie, G.C.B.	21 May 1813
28	..	General	Hon. Sir C. L. Cole, G.C.B.	16 Dec. 1826
29	..	General	Hon. Sir Edward Paget, G.C.B.	26 Dec. 1815
30	..	Lt.-Gen.	Rt. Hon. Sir John Byng, G.C.B. G.C.H.	28 Jan. 1828
31	..	Lt.-Gen.	Sir Thomas Bradford, K.C.B. G.C.H.	18 Apr. 1829
32	..	General	Sir Henry Ward, G.C.B.	13 Apr. 1831
33	..	Lt.-Gen.	Sir S. V. Hind, K.C.B.	28 Feb. 1832
34	..	Lt.-Gen.	Sir Charles Wale, K.C.B.	25 Feb. 1831
35	..	Lt.-Gen.	Sir T. M. Brisbane, K.C.B. G.C.H.	16 Dec. 1826
36	..	Lt.-Gen.	Sir John Oswald, G.C.B.	9 Oct. 1819
37	..	Lt.-Gen.	Sir R. H. Sheaffe, Bart.	21 Dec. 1829
38	..	Lt.-Gen.	Hon. Alexander Duff	20 July 1831
39	..	General	Earl of Ludlow, G.C.B.	16 Oct. 1805
40	..	Lt.-Gen.	Sir George Airey, K.C.H.	28 Oct. 1823
41	..	Lt.-Gen.	Rt. Hon. Sir James Kempt, G.C.B. G.C.H.	8 Jan. 1829
42	..	Lt.-Gen.	Hon. Sir E. Stopford, K.C.B.	14 June 1819
43	..	Lt.-Gen.	Rt. Hon. Sir George Murray, G.C.B. G.C.H.	6 Sept. 1823
44	..	General	Lord Howden, K.C. G.C.B.	7 Jan. 1809
45	..	Lt.-Gen.	Gore Browne	29 Jan. 1820
46	..	General	Earl of Cavan, K.C.	10 Feb. 1832
47	..	General	Henry Wynyard	1 Apr. 1816
48	..	General	Hon. Sir Alexander Hope, G.C.B.	26 Apr. 1813
49	..	Lt.-Gen.	Sir T. Hislop, Bart., G.C.E.	25 Dec. 1829
50	..	General	Sir Gordon Drummond, Bart., G.C.B.	21 Sept. 1829
51	..	General	Sir James Duff, Knight	31 Aug. 1798
52	..	M.-Gen.	Sir B. D'Urban, K.C.B. K.C.H.	25 Dec. 1829
53	..	Lt.-Gen.	Sir G. T. Walker, G.C.B.	9 Sept. 1822
54	..	M.-Gen.	Lord F. R. J. H. Somerset, K.C.B.	19 Nov. 1830
55	..	General	Isaac Gascoyne	1 June 1816
56	..	General	Sir W. H. Clinton, G.C.B.	25 April 1814
57	..	Lt.-Gen.	Sir Hudson Lowe, K.C.B.	23 July 1832
58	..	Lt.-Gen.	Sir William Inglis, K.C.B.	16 April 1830
59	..	Lt.-Gen.	Sir Kenneth Douglas, Bart.,	1 Mar. 1828
60	..	Lt.-Gen.	Sir F. P. Robinson, K.C.B.	1 Dec. 1827
		Field-Marshal	H.R.H. Duke of Cambridge, K.G.	
		Commanding-in-Chief,	G.C.B. G.C.H.	22 Jan. 1827
1st Battalion		General	Napier Christie Burton	3 Jan. 1806
2d Battalion		General	Hon. Edmund Phipps	25 Aug. 1807
61	..	General	Sir George Hewett, Bart., G.C.B.	4 Apr. 1800
62	..	Field-Marshal	Rt. Hon. Sir Samuel Hulse, G.C.H.	25 June 1810
63	..	General	William Dyott	7 Apr. 1825
64	..	Lt.-Gen.	Sir W. H. Pringle, K.C.B.	1 Apr. 1816
65	..	General	Thomas Grosvenor	8 Feb. 1814
66	..	Lt.-Gen.	Sir W. Auspn, Bart., K.C.B.	7 Dec. 1829
67	..	M.-Gen.	Sir John Macdonald, K.C.B.	25 Aug. 1828
68	..	Lt.-Gen.	Sir John Keene, K.C.B. G.C.H.	13 Apr. 1831
69	..	Lt.-Gen.	Sir John Hamilton, Bart.	15 Mar. 1821
70	..	Lt.-Gen.	Gage John Hall	13 Jan. 1832
71	..	Lt.-Gen.	Sir Colin Halket, K.C.B. G.C.H.	21 Sept. 1829

No. Regt.	Army Rank.	Name and Distinctions.	Date of App.
72 Foot	Lt.-Gen.	Sir John Hope, G.C.H.	6 Sept. 1823
73 ..	Lt.-Gen.	Sir Frederick Adam, K.C.B.	22 May 1829
74 ..	Lt.-Gen. Hon.	Sir C. Colville, G.C.B. G.C.H.	13 June 1823
75 ..	Lt.-Gen.	Sir Joseph Fuller, G.C.H.	9 Apr. 1832
76 ..	General	Christopher Chowne	17 Feb. 1814
77 ..	Lt.-Gen.	Sir George Cooke, K.C.B.	23 June 1815
78 ..	Lt.-Gen.	Sir Edward Barnes, G.C.B.	25 Aug. 1822
79 ..	General	Sir R. C. Ferguson, G.C.B.	24 Mar. 1828
80 ..	Lt.-Gen.	Sir R. S. Donkin, K.C.B. G.C.H.	20 Apr. 1825
81 ..	M.-Gen.	Sir R. D. Jackson, K.C.B.	8 Jan. 1829
82 ..	General	Henry Pigott	23 Oct. 1798
83 ..	Lt.-Gen.	John Hodgson	20 Mar. 1823
84 ..	Lt.-Gen.	Sir F. J. G. McClean, Bart.	28 July 1823
85 ..	Lt.-Gen.	Sir Herbert Taylor, G.C.H.	23 Apr. 1823
86 ..	General	Earl of Kilmorey	25 June 1810
87 ..	General	Sir John Doyle, Bart., G.C.H. K.C.	3 May 1796
88 ..	M.-Gen.	John Alexander Wallace, C.B.	20 Oct. 1831
89 ..	General	Sir Robert M'Farlane, G.C.B. G.C.H.	24 Mar. 1823
90 ..	Lt.-Gen.	Ralph Darling	9 Oct. 1823
91 ..	General	Duncan Campbell	8 May 1796
92 ..	Lt.-Gen.	Sir J. H. Dalrymple, Bart.	20 July 1831
93 ..	M.-Gen.	Sir John Cameron, K.C.B.	23 July 1832
94 ..	M.-Gen.	Sir James Campbell, Bart., K.C.B. K.C.H.	13 April 1831
95 ..	M.-Gen.	Sir Archibald Campbell, Bart., G.C.B.	21 Sept. 1829
96 ..	M.-Gen.	Sir Lionel Smith, K.C.B.	9 April 1832
97 ..	Lt.-Gen. Hon.	Sir R. W. O'Callaghan, K.C.B.	7 Sept. 1829
98 ..	M.-Gen. Hon.	Sir. C. J. Greville, K.C.B.	28 Feb. 1832
99 ..		Sir Thomas Reynell, Bart., K.C.B.	30 Jan. 1832

Rifle Brigade	Field-Marshal Duke of Wellington, Commander-in-Chief, K.G., G.C.B., G.C.H.	19 Feb. 1820
1 Battalion	Major-General Sir Andrew F. Barnard, K.C.B.	25 Aug. 1822
2 ..	Major-General Sir G. R. Bingham, K.C.B.	18 June 1831
Royal Staff Corps	Lieut.-Colonel H. Duvernelt	3 Dec. 1828
1 W. I. Regt.	Lieut.-General Sir P. Maitland, K.C.B.	22 Feb. 1830
2 ..	General Francis Fuller	22 Jan. 1828
Ceylon Rifle Regt.	General Frederick Maitland	22 Feb. 1810
Royal African Colonial Corps.	Major James Kingston	26 July 1831
Cape Mounted Riflemen.	Major W. Cox	8 March 1827
Rl. Newfoundland Vet. Compa.	Brevet-Colonel Thomas Burke, C.B.	25 July 1824

ROYAL ARTILLERY.

Horse-Brigade	Lieut.-General Sir John Macleod	1 May 1811
1 Battalion	Lieut.-General Lord Bloomfield, G.C.B., G.C.H.	3 July 1815
2 ..	Major-General George W. Dixon	23 Oct. 1827
3 ..	Major-General Sir G. F. S. Smith, K.C.H.	10 Feb. 1827
4 ..	Lieut.-General William Cuppage	21 Nov. 1815
5 ..	Major-General Wiltshire Wilson	21 Jan. 1828
6 ..	Major-General Henry Shrapnel	6 March 1827
7 ..	Lieut.-General Sir John S. Smith, G.C.H.	3 July 1815
8 ..	Major-General Brooke Young	3 Jan. 1831
9 ..	Major-General George Wulff	5 April 1827

COLONEL-COMMANDANTS OF ROYAL ENGINEER CORPS.

Major-General Samuel Trevor Dickens	23 March 1825
Major-General Augustus de B'tts	20 March 1827
Major-General Robert Pilkington	28 March 1830
Major-General Henry Evatt	6 April 1832

RECORD OF THE SERVICES OF THE TWENTY-THIRD RÉGIMENT, OR ROYAL WELSH FUSILIERS.

THE Royal Regiment of Welsh Fusiliers* was raised in the year 1688: the commission of their first Colonel, Henry Lord Herbert, being dated 15th March, in that year.

We are unable to discover how they were employed, or what part they took, in the momentous transactions of the first year of their existence.

On the 15th April, 1688, Charles Herbert succeeded to the colonelcy; and in August the regiment, with several others, embarked at Highleake, near Chester, for Ireland, the whole of which, with the exception of the towns of Londonderry and Enniskillen, was then in possession of the adherents of King James. The troops disembarked at Belfast on the 30th of August, and soon after, under the command of Duke Schomberg, advanced against the Irish, who burned and abandoned Newry on their approach, and retired to Dundalk. This place they also abandoned, and retreated to Ardee, where they had a considerable force assembled.

Schomberg finding Dundalk a strong position, with a good harbour for receiving supplies from England, resolved to entrench himself there. The French and Dutch built themselves good warm barracks, but the English, being raw soldiers, neglected the Duke's orders, till it was too late to procure timber and straw. They paid dearly for their improvidence, for, on the setting in of the rainy season, the army suffered so much from sickness, that the Duke found himself obliged to break up his encampment, and retire northward, with the loss of nearly three-fourths of his men. Some regiments were so much reduced, as to be broke up and incorporated in others.

Early in 1690, King William arrived in Ireland, and assumed the command of the army, which now amounted to 30,000 men. His Majesty soon took the field; and, on the 1st of July, defeated the Irish, under King James, in the memorable battle of the Boyne, in which the Welsh Fusiliers were present†. King William now marched to the south, and laid siege to Limerick, but after an unsuccessful attack, on the 27th of August the troops were withdrawn, and placed in winter-quarters along the Shannon.

About the middle of May, 1691, the army assembled at Mullingar, under the command of General Ginkle, and marched against the Irish, who were posted at Athlone. The town of Athlone is divided by the river Shannon, and both sides were at that time strongly fortified, but a breach being made in one of the bastions of that nearest the English, the Irish retired to the western side, and blew up an arch of the bridge. After the hostile armies had annoyed each other for some time, General Ginkle formed the bold resolution of fording the river in the face of the enemy; which was carried into effect on the 22d of June, with the loss of only about 50 men on the part of the English, while that of the enemy was computed at 1000. The Irish General, St. Ruth, withdrew in the night to a strong position at Aughrim, where he collected as many men as possible from the neighbouring garrisons. General Ginkle, having remained a week in Athlone to refresh his army and to repair the works, advanced against the enemy, whom he totally defeated at Aughrim on the 12th of July. The Welsh Fusiliers were both engaged and suffered severely on this occasion, losing among others, their Colonel, Charles Herbert, who was taken prisoner and put to death. The surrender of Galway and Limerick followed the battle of Aughrim, and terminated the war in Ireland.

* That they were so named at their original formation seems probable; though in the earlier histories they are merely distinguished by the name of the Colonel. His Majesty's warrant, dated in December, 1688, grants the regiment permission "to bear in the centre of their colours the device of the Prince of Wales, viz., three feathers issuing out of the Prince's coronet. In the three corners of the second colour, the badges of Edward the Black Prince, viz. Rising Sun, Red Dragon, and the three feathers in the coronet, the motto, 'Ich dien.' On the grenadier caps the King's crest, also the three feathers as in the colours. The same badge of the three feathers and motto, 'Ich dien,' on the drums and bills of arms, the rank of the regiment underneath."

† The spurs worn by Major, Toby Purcell at the battle of the Boyne, are still preserved in the regiment, in possession of the senior Major for the time being.

Colonel Herbert was succeeded by Toby Purcell, 13th July, 1691; Colonel Purcell (20th April, 1692,) by Sir John Morgan, who only held the regiment till the 28th February, 1693, when he was succeeded by Richard Ingoldsby.

In 1695 we find the regiment engaged at the siege of Namur, though not mentioned in any account of the other military operations, which terminated with the peace of Ryswick in 1697, when the army returned to England.

On the 7th of June, 1701, the regiment commanded by General Ingoldsby again embarked for Flanders, and formed part of the army which achieved such glorious triumphs under the Duke of Marlborough. Of the particular services of the regiment in these campaigns few notices are to be found; but we find distinct and honourable mention of them on two memorable occasions. At the attack of the lines of Schellemborg, on the 2d of July, 1704, it is stated, that "All the confederate troops behaved themselves with a great deal of bravery and resolution, and the horse and dragoons shared the glory of the day with the infantry; but the first onset was made by a battalion of the English Foot Guards and the regiments of Orkney (Royals,) and Ingoldsby, (Welsh Fusileers,) which suffered more than the others."

At the battle of Blenheim, 12th August 1704, Major-General Wilkes made the first onset with the five English battalions of How, Ingoldsby, Marlborough, Row, and North and Grey. The five English battalions, led by Brigadier Row, who charged on foot at the head of his own regiment with unparalleled intrepidity, assaulted the village of Blenheim, advancing to the very muzzles of the enemy's muskets, and some of the officers exchanging thrusts of the sword with the French, through the palliades; but being exposed to a fire much superior to theirs, they were soon forced to retire, leaving behind them near one-third of their men, either killed or mortally wounded, and among the latter, Brigadier Row himself. "They returned to the charge three or four times with equal vigour, yet were still repulsed with the like disadvantage, so that it was found impossible to force the enemy at that point, without entirely sacrificing the infantry."

In April, 1705, General Ingoldsby being removed to the 18th regiment, Brigadier Sabine succeeded to the colonelcy of the Welsh Fusileers, and we find him at the battle of Oudenarde, 11th July, 1708, leading the attack on the village of Haynem, with such resolution, that they soon made themselves masters thereof, and found seven French battalions in it, three of which entire, and the greater part of the other four were made prisoners.

In the autumn of 1712, when the British army was withdrawn from the Continent, Brigadier Sabine was left with his regiment in command of the citadel of Ghent, from whence they returned to England early in 1713, on the signing of the peace of Utrecht.

To these was succeeded a period of comparative repose in Europe, and we do not find that the Welsh Fusileers were again employed on foreign service till 1742, in the summer of which year they embarked at Deptford for Flanders.

The intermediate period appears to have been passed in the United Kingdom. In 1736 they were stationed in Edinburgh Castle, where Gilbert Elliott, afterwards Lord Heathfield, the celebrated governor of Gibraltar, joined the regiment as a volunteer.

No remarkable event took place in the year 1742, after the arrival of the regiment; the troops being suddenly sent into winter-quarters, after every preparation had been made for active operations. Early in the following year the British army, commanded by the Earl of Stair, commenced its march for the Rhine, and in May encamped near Hock on the Mayne.

From thence they proceeded to Kellenbuch and Ashaffenburg, where they found themselves hemmed in, and their supplies cut off by the able dispositions of the French general, the Count de Noailles, who had crossed the Rhine in the beginning of June, with an army of 60,000 men. In this state his Majesty, King George the Second, found matters when he assumed the command of the army on the 9th of June. A retreat was determined upon, and commenced on the 26th of June. His Majesty had no sooner quitted Ashaffenburg than it was seized by the French. He had not proceeded above three leagues when he perceived that the enemy, to the number of 30,000, had crossed the river farther down at Selingstadt, and was drawn up at the village of Dettingen, to dispute his passage. The route of the allied army lay between a mountain and the Mayne, and the French army was drawn up with this narrow pass in its front. In this situation the destruction of the Allies seemed inevitable; but the Count de Noailles having repassed the

river, the Count de Grammont, who succeeded to the command, advanced to the attack through the fells, thus foregoing all the advantages of his position. The British troops, under the immediate eye of their king, received the impetuous attack of the French with such steadiness and intrepidity, that the latter were forced to retire, and recross the Mayne with the greatest precipitation, and the loss of 5000 men. The loss of the Allies was 2000, of which the Welsh Fusileers sustained 15 men killed. Wounded, Colonel Pears, severely in the throat, of which he afterwards died, Lieutenant Price, and 27 men.

This victory, though honourable to those by whom it was achieved, was productive of no important results. The army, after some unimportant movements, retired into winter-quarters in October.

The year 1744 passed without any remarkable event; but the following year is memorable in the annals of the Welsh Fusileers. In the spring, a French army of 76,000 men, commanded by Marshal Saxe, invested Tournay. The Duke of Cumberland, who had assumed the command of the allied army of British, Austrians, and Dutch, resolved to attempt its relief, though his force did not exceed 50,000.

His Royal Highness accordingly advanced, and on the 28th of April took up a position at Maulbre, in sight of the French army, which was strongly posted behind the village of Fontenoy. The following day was employed by the Allies in driving in some of the enemy's outposts, and clearing some defiles through which they were to march to the attack, while the French completed their batteries, and made the most formidable preparations for the reception of their enemy. The Duke of Cumberland began his march at two o'clock in the morning of the 30th; the action began at nine, and lasted till three. The efforts of the British infantry, who began the attack, were at first successful: they drove the French from their lines; but the left, composed of Austrian and Dutch troops, failing in its attack of the village of Fontenoy, the British were compelled to retire with great loss. They rallied, however, and again charging the enemy, drove him back to his entrenchments with great slaughter; but, from wanting the support of the left wing, that flank became exposed to the tremendous fire of the French batteries, and a retreat became necessary. It was effected in good order.

The loss of the Welsh Fusileers, on this occasion, was 4 officers—Lieutenants Weaver, Price, Foster, and Isaac, and 181 men killed; 10 officers—Captains Hickman, Bernard, Carey, and Drysdale; Lieutenants Izard, Awlrey, Clarke, Eyre, Roberts, and Rolle—and 77 men wounded; and 8 officers—Major Lort, Captains Taylor, Sabine, and Johnston, Lieutenants Bemer, Gregg, Howe, and Lort—and 39 men missing.

In October, 1745, the Welsh Fusileers, with several other regiments, were recalled from the Continent, on account of the breaking out of the rebellion in Scotland. In December, they were sent to the coast of Kent and Sussex, in anticipation of a descent by the French; but we are unable to discover whether they remained in that part of the kingdom, or marched in pursuit of the rebels on their retreat from Derby.

In December, 1746, we find the regiment still in Great Britain; but it is probable they returned to Flanders early in the following year, as we find them engaged in the unfortunate battle of Laffeldt, or Val, where they again suffered severely from the misconduct of their Dutch allies. A squadron of their horse giving way, fled with such precipitation and confusion, that they overthrew and trampled down the infantry in their rear; two platoons of the Fusileers fired upon them; but the French cavalry, charging after the fugitives, increased the confusion, and penetrated to the centre of the allied army. The Duke of Cumberland exerted himself with great courage and activity to remedy the disorder; but the defeat would have been total had it not been for the gallantry of Sir John Ligonier, who, at the head of three regiments of British cavalry and some squadrons of Imperial horse, charged the whole of the French cavalry with such impetuosity and success, that he overthrew everything before him, and enabled the army to effect an orderly retreat to Maestricht.

In this battle the Welsh Fusileers had Captain Johnston and one man killed; Captains Fortescue, Izard, and Baldwin, Lieutenants Eyre, Rich, Gregg, Aday, M'Laughlan, and Hewett, and 42 men wounded; and Lieutenant Oakes and 187 men missing.

No other event distinguished this campaign: in October the troops went into winter-quarters in the territories of the States General, and in the following year returned to England.

From 1749 to 1754 the regiment remained in Great Britain, in 1755 they were sent to Minorca, and in the following year assisted in the glorious, though unsuccessful, defence of Fort St. Phillip in that island. The troops in that island consisted of four regiments, the 4th, or King's Own, Welsh Fusiliers*, 24th, and 34th, which together mustered not more than two thousand four hundred, and sixty duty men, a force too small even for the defence of Fort St. Phillip. His Majesty's Government, having received intelligence of extensive preparations in the port of Toulon, the object of which was generally supposed to be an attack on Minorca, early in April, despatched a fleet under Admiral Byng for the defence of that island: the unfortunate result of this expedition is sufficiently known. The French force destined for the reduction of Minorca amounted to sixteen thousand men, and was commanded by the Duc de Richelieu. They sailed from Toulon on the 13th of April 1756, appeared off Citidella on the 18th, and disembarked on the following day. A few days sufficed to make them masters of the whole island, with the exception of Fort St. Phillip, into which all the troops were withdrawn, after having broken up the roads and bridges, and opposed every possible obstacle to the movement of the enemy. The works of the fort were strong in themselves, but they were at this time in a ruinous condition, notwithstanding the efforts of the governor, General Blakeny, to put them in a posture of defence.

The enemy entered the town of Mahon on the 27th of April, and commenced their approaches under an incessant fire from the fort, which caused them much loss. Their batteries opened on the 6th of May, but they were soon discovered to be at too great a distance, and to be liable to much annoyance from the guns of the fort, they, therefore on the 12th, pushed forward a body of troops, which took possession of the town of St. Phillip, and commenced erecting batteries under cover of the houses, within two hundred yards of the fort, while the garrison kept up a continued fire, which destroyed in the day the works thrown up during the night besides causing the enemy a heavy loss of men.

On the 19th of June the fleet of Admiral Byng appeared off the island, and the exertions of the besieged were redoubled, the elation of hope, however, was but of short continuance, for on the 22d the French fired *à feu de joie* in honour of their pretended victory over the English fleet. The siege was carried on with the greatest vigour till the 27th, when the enemy's fire had done such execution on the defences of the fort that the Duc de Richelieu judged that the moment had arrived for giving the assault. At ten o'clock that night the enemy issued from their works to the different attacks, which were made simultaneously on so many different points, that the garrison, worn out with seventy days' incessant duty, were unable to repel them in all. The assaults were, however, received with the most determined courage, and repulsed several times with immense slaughter: strong in numbers, however, they as often returned to the assault, and after a long and bloody contest, ultimately succeeded in effecting a lodgment in the Queen's redoubt, and in the Anstruther and Aigyle* batteries, the last of which blew up with three companies of French grenadiers.

The firing having continued from ten o'clock at night till four in the morning, the French general beat a parley, for leave to bury the dead and carry off the wounded, and a cessation of arms was agreed on, of which the French took the most unfair advantage of strengthening the force in the lodgments they had effected. The success of the assailants, on this night, was purchased at the expense of two thousand men; while the loss of the garrison did not exceed forty seven killed and wounded. The governor, however, considering the worn out condition of his men, and the shattered state of the works, and one of the principal outworks being in possession of the enemy, summoned a council of war, in which it was unanimously agreed that the fort could not sustain another assault. Terms of surrender were accordingly proposed, and on the 29th a capitulation was signed, allowing the garrison all the honours of war. "The noble and vigorous defence which the English have made (says the Duc de Richelieu in his reply to the second article proposed by General Blakeny) having deserved all marks of esteem and veneration that every military person ought to show to such actions—and Marshal Richelieu being desirous also to show to General Blakeny the regard due to the brave defence he

* At the commencement of the siege they, commanded by Lieutenant-General Hashe, mustered 1 major, 4 captains, 14 subalterns, 1 chaplain, 1 adjutant, 1 surgeon, 1 assistant surgeon, 1 quarter-master, 28 sergeants, 27 corporals, 17 drummers, 616 privates, of whom only 6 were sick.

has made,—grants to the garrison all the honours of war that they can enjoy, under the circumstances of their going out for an embarkation, to wit, firelocks on their shoulders, drums beating, colours flying, twenty cartridges for each man, and also lighted matches."

The total casualties of the siege, were eighty-nine killed, three hundred and sixty-seven wounded, one missing, twenty-three died of wounds, and ten of disease. The loss of the Welsh Fusileers exceeded that of any other regiment, being twenty-eight killed, and ninety wounded, among whom was Lieutenant Price; five died of wounds and two of disease.

The garrison embarked on the 12th of July, and were conveyed to Gibraltar, from whence the Welsh Fusileers soon returned to England, and were quartered in the Isle of Wight. About this time a second battalion was added to the regiment, which in 1758 was detached, to form a distinct corps, the colonelcy of which was conferred on General Lambton; it is now the 68th, or Durham Regiment of Light Infantry.

In the summer of 1758, the Government resolved on making a descent on the French coast, by which it was expected to make such a diversion in favour of our allies in Germany as would obviate the necessity of sending them a reinforcement of troops. The Welsh Fusileers formed part of the army employed on this occasion, which amounted to fourteen thousand men, and was commanded by the Duke of Marlborough. The embarkation commenced on the 24th of May; the expedition sailed on the 1st of June, and on the 5th stood in for the bay of Cancale, two leagues to the eastward of St. Malo, where a landing was effected without loss. The army was put in motion on the 7th, and took up a position close to St. Malo, which the commander-in-chief reconnoitred. Having observed several houses filled with naval and military stores which were not protected by the guns of the town, a detachment was sent after dark to set fire to them, a service which was most effectually performed, thirteen vessels of war, besides several merchantmen and prodigious quantities of stores, being destroyed.

St. Malo, though incapable of making an effectual resistance against a regular siege, was considered too strong to be attempted by a coup-de-main; the army, therefore, returned to Cancale Bay, where it embarked on the 10th and 12th, having lost only thirty men, from the time of landing.

The fleet left Cancale on the 21st of June, and on the 23d made the Isle of Wight; but the wind changing, it again bore away for the coast of France, and on the 26th was close to Havre de Grace. Preparations were made for landing, but, on reconnoitring the coast, the enemy was found to be so well prepared, that the design was abandoned, and the fleet steered for Cherbourg, where it anchored on the 29th. Here the preparations for a descent were renewed; but a strong gale blowing on shore, occasioned such a surf, that it was deemed too hazardous to land the troops. The gale meanwhile increased to such a degree, that several of the transports were driven from their anchors, and ran foul of each other; and the whole fleet was in considerable danger. The provisions and forage were nearly exhausted, and sickness began to show itself among the troops. Under these circumstances the design against Cherbourg was abandoned; the fleet returned to England; and the Welsh Fusileers early in July, once more took up their quarters in the Isle of Wight.

Soon after this, the Government considering it necessary to reinforce the army in Germany, a brigade, consisting of the 20th, 23d, and 25th regiments, was ordered from the Isle of Wight, under the command of the Duke of Marlborough.

The Welsh Fusileers disembarked at Halzonne, near Embden, on the 2d of August, 1758, and on the 4th commenced their march to join the allied army under Prince Ferdinand of Brunswick. They effected their junction about the middle of the same month; but though they had much severe service in marching and countermarching, during the remainder of the campaign, they had no opportunity of signaling themselves against the enemy. On the 13th of November they went into winter quarters in Munster.

The campaign of 1759 opened unfavourably for the allies. A French army advanced from Cassel, and entering the Hanoverian territories, took possession of Gottingen without opposition. Prince Ferdinand, who had assembled his army in the neighbourhood of Lippstadt, Werle, and Soest, finding himself inferior in force, retired as the enemy advanced. The French having taken possession of Minden, Prince Ferdinand resolved to dispute their conquest with them; and moved with his army on the 29th of July to Hille, within six leagues of the

enemy. The French General, the Marshal de Contades, having resolved to attack, put his army in motion about midnight on the 31st, and at day-break, on the 1st of August, formed it in order of battle in front of the allies, who also marched out to the encounter in eight columns. The action soon became general; the principal efforts of the enemy were directed against the right wing of the allies, where six battalions of British Infantry, the 12th, 20th, 23d, 25th, 37th, and 51st, not only withstood the brunt of the French carabineers and gens d'armée, but absolutely broke every body of horse and foot that advanced to attack them. The enemy being repulsed in every onset with great loss, at length gave way, and abandoning the field of battle, were pursued to the walls of Minden.

The loss of the allies, which was inconsiderable, fell chiefly on the British regiments; that of the Welsh Fusileers was 4 sergeants and 31 rank and file killed; Lieut.-Colonel Pole, Captains Fowler and Fox, Capt.-Lieut. Bolton, Lieutenants Orpin, Reynell, Groves, Barber, and Patterson, Second-Lieut. Ferguson, 6 sergeants, 3 drummers, and 153 rank and file wounded; and 10 rank and file missing.

The steadiness of the British infantry at the battle of Minden, was long the theme of general admiration. A writer describing the conduct of another regiment*, more than forty years afterwards, observes,—“Even if the charge of the French had been more vigorous, their intrepidity and firmness would have rivalled the conduct of the Welsh Fusileers at the battle of Minden†.”

In the General Orders of the following day, “His Serene Highness orders his greatest thanks to be given to the whole army for their bravery and good behaviour yesterday, particularly to the British infantry and the two battalions of Hanoverian guards. His Serene Highness declares publicly, that next to God, he attributes the glory of the day to the intrepidity and extraordinary behaviour of the troops.”

For their distinguished conduct on this occasion, his Majesty was graciously pleased to grant the Welsh Fusileers permission to bear the word “Minden” on their colours and appointments.

We are unable to give any account of the further services of the regiment in the seven-years' war, or to fix the date of their quitting Germany; but in May 1763, we find them returning to England with the garrison of Belleisle.

From this period the regiment remained in Great Britain till the summer of 1773, when they were embarked at Plymouth for North America, and disembarked at New York on the 14th June.

In the following year they were removed to Boston, where, in consequence of the spirit of insubordination shown by the people, a strong military force was assembled under the command of General Gage.

On the 10th of April, 1775, the Welsh Fusileers were engaged in the first hostile collision that took place between his Majesty's troops and the colonists, in the unhappy contest which was soon to assume so formidable a character. Information having been received that the Americans were forming a considerable depot of military stores, at a place called Concord, about twenty miles from Boston, a detachment, consisting of the flank companies of the army, was despatched under the command of Lieutenant-Colonel Smith, of the 10th regiment, for the purpose of destroying it. Though the greatest secrecy had been observed in the preparations for the expedition, and the detachment marched with the utmost caution, they soon perceived, by the ringing of bells, the firing of guns, &c., that the country was alarmed; and, on arriving at Lexington, about fifteen miles from Boston, they found a considerable body of people assembled under arms. These dispersed in confusion on the approach of the detachment; some shots were exchanged, though it does not seem certain which party was the first to fire. One soldier and several of the Americans were killed. The detachment continued its march to Concord, where a strong party of the militia of the country was found posted on an eminence at the entrance of the town; these were attacked and dispersed by the light infantry, not without further loss on both sides, while the grenadiers carried into execution the purpose of the expedition, by destroying the stores.

By this time the alarm was spread far and near; and an immense multitude appeared, who opposed the return of the detachment to Boston, by keeping a galling fire on front, flanks, and rear, under cover of the houses, hedges, and walls, which lined the road; the colonists displaying, at this early stage of the contest, that skill in this species of warfare, by which they were subsequently so much distinguished.

* The 90th.

† Sir Robert Wilson's History of the Expedition to Egypt.

Thus harassed, the detachment reached Lexington, where they met another detachment, consisting of the remaining eight companies of the Welsh Fusiliers, and the same number of the 8th regiment, which had been sent to their support under the command of Lord Percy. These formed a square, under protection of which the wearied soldiers of Colonel Smith's detachment took some rest and refreshment, the first since leaving Boston: so much were they exhausted, that they are described as "having their tongues hanging out like hounds after a severe chase." Both detachments soon resumed their march, still harassed by the Americans, till they arrived at Boston about sunset.

The British force amounted in all to about 1800 men, of whom 71 were killed, 136 wounded, and 49 missing; the loss of the Americans is stated by themselves at about 60, of whom two-thirds were killed.

Boundless was the exultation of the Americans at the result of this unhappy affair, they talked of nothing but driving the King's forces out of Boston; the militia poured in from all quarters, till 20,000 were assembled under commanders who had acquired some military experience as militia officers in the former wars. This formidable force was even still further increased, and a line of encampment was formed thirty miles in extent, enclosing Boston in its centre. At the same time the provincial congress was busily employed, in framing regulations and providing equipments, which should give to their forces some semblance of a regular army. Meanwhile the British troops were kept blockaded in Boston, their numbers being considered inadequate to any hostile operations, though about the beginning of June reinforcements arrived from England with Sir William Howe, which placed the army on a more respectable footing than it had hitherto been.

Separated from the peninsula of Boston by the river Charles is the peninsula of Charlestown, in the centre of which rises an eminence called Bunker's Hill, which commands the whole of Boston. This eminence, General Gage, owing probably to the insufficiency of his force, had not occupied; but the Americans perceiving the advantages of the position, formed the hardy design of taking possession of it, which they soon executed with singular skill. As soon as it was dark, on the evening of the 19th of June, a strong body moved with great precaution across Charlestown neck, and gained unobserved the summit of the hill. Being provided with the necessary tools, they commenced throwing entrenchments, with such order and silence that before morning they had completed a considerable line well flanked, and in many places cannon-proof. The first alarm was given by the fire of some of the men-of-war, by which the peninsula was nearly surrounded; this was soon followed by that of the batteries of Boston. About noon a detachment from Boston was landed at Charlestown, and soon after a reinforcement, which made the whole up to two thousand. These, under cover of the artillery, advanced to attack the works: the Americans, with the steadiness of veterans, kept close behind their entrenchments, and reserved their fire till the near approach of their enemy, when they poured it in with such effect, that the British ranks were literally mowed down, and the soldiers forced to recoil in several places. Rallied by their officers, and stung by the reflection of having been repulsed by an enemy whom they held in contempt, they again mounted, to the assault, with such impetuosity that they forced their way over the entrenchments, driving the enemy from them at the point of the bayonet. The success was complete; the Americans fled with precipitation; but the reduced and exhausted state of the victors did not admit of a pursuit.

The casualties of the day amounted to about one-half of the numbers engaged, being two hundred and twenty-six killed, and eight hundred and twenty-eight wounded; among the former nineteen, and among the latter seventy officers. Of this severe loss the Welsh Fusiliers, eager to distinguish themselves the first time they engaged under the immediate eye of their colonel, Sir William Howe, appear to have borne their full proportion. We have no return of the casualties of the regiment generally; but the grenadier Company went into action with three officers and forty-six rank and file, and returned with five effective, the rest were all killed or wounded.* The loss of the Americans is estimated by themselves at one hundred and forty-six killed, and three hundred and four wounded.

(To be continued.)

* Journal of Captain Julian, one of the surviving veterans of the day. If it may be permitted to quote a work of fiction as an authority, it may be observed, as a confirmation of the severe loss of the regiment, that an American novelist, after describing the battle of Bunker's Hill, says, "The Welsh Fusiliers had not a man left to saddle their goat."

**ABSTRACT OF PARLIAMENTARY
PROCEEDINGS CONNECTED
WITH THE NAVY AND ARMY.**

HOUSE OF COMMONS, JULY 26.

Military Establishments.—Colonel Evans, after some observations on the necessity of reducing the establishments of the country, moved for returns of the number of military officers, of each rank in the effective state of the army, that were members of the House of Commons; for returns of the periods of service of majors and colonels, with a statement of the mode in which they had obtained their commissions; and concluded by proposing (as the natural sequence of the healing measure of reform) a series of resolutions, having for their object reductions in the following departments:—Chelsea hospital; the Irish yeomanry; the English militia; regimental dépôt reserves; the enlistment services stores for the ordnance, and construction of canals; the military establishments in Ceylon and the Mauritius; the foreign half-pay list; the household troops; and the establishments at Malta and other stations abroad.

Sir J. C. Hobhouse hoped that the Hon. and Gallant Colonel would not conceive that he entertained the slightest disrespect towards him, or any undue sense of the importance of the subject he had brought before the house, if he declined following him through the multiplied details connected with his motion. He would beg leave to remark, that however important the resolutions might appear to be in the estimation of the Gallant Colonel himself, it would seem, from the abandoned state of the benches around him, that they were not of very great weight in the eyes of the House of Commons. With respect to himself, he did not conceive that he was called upon, as Secretary at War, to touch upon a number of the topics involved in the resolutions. He could not allow that because the great measure of reform had been passed under ministerial auspices, the views of individual members of Parliament should therefore be acceded to. While he admitted the expediency of making all practicable reductions, still it could not be supposed that any member, not official, could lay those details before them on which reduction could be founded. No doubt, if economy alone were to be consulted, many reductions might be made; but the question for them to consider was, whether or not such changes would prove beneficial to the country. The Right Hon. Baronet proceeded to advert to the resolutions in detail, contending that their adoption

would be inexpedient, and maintaining that every practicable endeavour was made at the War-office to lessen the expenditure. He would offer no objection to the production of the first returns moved for by his Honourable and Gallant Friend; and with regard to the second, he would meet it as far as the limited means at his disposal would permit. As to the condition of the army, he had been informed, that if it were our misfortune to go to war to-morrow, we had the command of as fine a force, both in respect of officers and soldiers, as had ever entered a field of battle. (Hear.) He would admit, that in the struggle for promotion, officers of distinguished merit might occasionally fail in receiving adequate preferment. Yet, on the whole, he could not help thinking that the officering of the army was carried on upon as fair a system as could well be adopted. On the other hand, there were instances of merit being rapidly promoted. He held in his hand the appointment of the Gallant Colonel himself, from which it appeared, that he had risen from the rank of Lieutenant to that of Lieutenant-Colonel, in the short space of five months (hear), and the whole time of his distinguished services was only eight years and three months. Repeating the assurance that every practicable reduction would be made, he regretted to say that he could not altogether agree with his Gallant Friend on one individual point, and conceived it better to meet his proposal by moving the previous question.

Mr. Hume seconded the motion; and in the course of his speech introduced a variety of irrelevant topics.

Lord Althorp was sure that the Honourable and Gallant Member who introduced this subject, as well as his Honourable Friend who last addressed the House, had no expectation that any of the reductions they proposed could be carried into effect in the present session.

Sir G. Murray had hoped, from the terms of the motion, that some useful information would have been elicited in the course of this discussion. But he must say, that in consequence of the manner in which the question was brought forward, the vast number of subjects that were referred to, and the variety of statements which had been made, it appeared to him that nothing was less likely to produce any useful or practical result for the country. The immense range which the Honourable and Gallant Officer took, and the great variety of topics which the Honourable Member for Middlesex had introduced, rendered it impossible, no pre-

vious specific notice having been given, to follow them through all the details that were connected with their observations. Those two Honourable Gentlemen had expressed their regret that certain members of his Majesty's Government were not present to answer them. He, however, was not surprised at their absence, because they never could have suspected that such a general bill of complaints would have been preferred. The Right Honourable the Secretary at War, if he had not answered satisfactorily to the Honourable and Gallant mover, had at least imparted all the information which was necessary with reference to such a motion as that which appeared on the paper. But the subjects that had been introduced were of the most varied and dissimilar description. Not only were the colonies and the colonial system brought before the House, but even the church establishment of Ireland was dragged forward. Now, while he admitted that there would be a time when this latter subject might be discussed, he could not help feeling that it was a little out of season to introduce it on such an occasion as this. As to the amount of the military establishment, he should make no remark, because that was a point, with reference to the number of troops both at home and abroad, that ought to be left to the Government, who had within their reach information that those not in office could not be supposed to have. He lamented as much as any man the unfortunate situation of Ireland; but it was quite evident to him that while disturbances continued in that country, it was necessary to keep up a considerable military force. "But," said the Gallant Officer, "look to France. Why not follow her example? There you find 1,200,000 National Guards, who only put the State to the expense of arms and accoutrements." Had the Honourable and Gallant Officer calculated what that expense would be? Had he considered that, besides the National Guards, France had a regular army of 4 or 500,000 men? The Honourable and Gallant Officer had referred to Napoleon's opinion of the English army; and it certainly surprised and grieved him that such an allusion should have been made by a British officer. Napoleon, it seemed, had made three objections to the constitution of the British army: First, that it was recruited by money. Surely it was better thus to recruit it than to have recourse to the system of conscription—a species of tyranny which the youth of France took every possible means to avoid. Secondly, it was alleged, that the British army was re-

cruited from the galls. This was not a fact; but even if it had been so, a British officer ought rather to have drawn a veil over the circumstance, than to have exposed it to the view of the world. Lastly, it was said that our non-commissioned officers were bad—that they never were raised to the rank of commissioned officers. That he denied. In the regiment which he had the honour to command, not less than forty non-commissioned officers had been raised to the rank of commissioned officers. The fact was, that Napoleon knew nothing of the British army until he encountered them at Waterloo; and then, for the first time, he was taught rightly to appreciate the valour and discipline of a British army, and the consummate skill and ability of a British General. In the panegyric which the Honourable and Gallant Officer had pronounced on the present Commander-in-Chief he cordially concurred; and he admitted, with the Honourable and Gallant Officer, that, at the commencement of the war, the British army had to fight up hill. But what was the reason of that? It was because there was, he might say, no Commander-in-Chief; the army was then entirely under the control of the Secretary at War. The consequence was that the army became deteriorated to a very great degree. The Gallant Officer then proceeded to defend the formation of the wagon-train, and to show the necessity as well as the policy of keeping up the establishments of Chelsea and Kilmainham, for the support of old and disabled soldiers. He then briefly alluded to the importance of retaining adequate garrisons in Malta and Gibraltar; and concluded by observing, that though he did not, perhaps, place so much confidence in Ministers as the Honourable Member for Middlesex did, still he believed that they were anxious to make every just and proper reduction in the expenditure of the country.

Sir H. Parnell said he was ready to support the different reductions which the Honourable and Gallant Officer proposed; but some of them, he must observe, did not go so far as he had himself intended to push them.

Sir A. Dalrymple said, it was evident to him that this motion was introduced for the purpose of going over the army estimates for the fourth time. They had already been debated twice in committee, and twice on bringing up the report.

Mr. T. P. Courtenay said he wished to observe, in answer to the statement of the Honourable Member for Middlesex, who had asserted that many of the commanders of regiments had never seen service,

that he had looked over the army list, and, out of the colonels of ninety-seven regiments, he found no fewer than forty-seven who were decorated with the Cross of the Bath, or some other similar honour, and who, therefore, it was evident, must have been in active service.

Captain Boldero expressed his opinion, that, in the present state of the country, great reductions must be effected.

Colonel Evans said a few words in reply, after which the motion for the previous question was agreed to.

Some returns moved by Colonel Evans were then ordered.

AUG. 1.

Lieutenant-General Darling.—Lord Althorp wished to ask his honourable friend, the Member for Middlesex, whether he would consent to postpone his motion, which stood for to-morrow, for an inquiry into the conduct of Lieutenant-General Darling, to the next session of Parliament? It was a very important question, and the motion seemed to imply a criminal charge against General Darling. He put it to the honourable member whether, at this very late period of the session, such an inquiry could be satisfactorily prosecuted?

Mr. Hume said he should, after what had fallen from the Noble Lord, be unwilling to press his motion; but he should certainly feel himself bound to prosecute the inquiry next session. It was a question of great importance, not merely as it affected the individual, but as it regarded the administration of justice in the colonies. The public interest and the character of the Government called for this investigation.

AUG. 3.

Chelsea Pensioners.—Sir J. C. Hobhouse moved that a sum of 50,000*l.* be granted to defray the charge for compensation and allowances to individuals in lieu of pensions, to which they were entitled as Chelsea pensioners.

After a few words from Sir A. Dalrymple,

Sir J. Hobhouse said, that Government did not encourage pensioners to take a compensation for their pensions with a view to emigration to the colonies: but when parties choosing to emigrate wished to exchange their pensions for a compensation, Government took all possible care to see that justice was done to them in their contracts with those with whom they were to sail.

Mr. Dixon thought the measure of giving compensation for pensions to these poor men a questionable one, unless great

care was taken that the money was well applied.

Sir F. Trench expressed a hope that too much encouragement would not be given to those who desired to get compensation in lieu of their pensions, as when they got the money they ran great risk of misapplying it.

Sir J. Hobhouse said, that every care and precaution had been taken by the preceding Government, as well as the present, to prevent any risk of misapplication. The compensation was given only to those who desired to emigrate, and who had a prospect of being able to maintain themselves in the colonies to which they might wish to go. In order to guard further against any risk, it was his intention to apply to the Admiralty to have such parties conveyed to their destination in government transports. The Right Honourable Baronet (in answer to a question from Mr. Hume) added, that the number of persons who had already received compensation in lieu of pensions was 3928, and that the saving thus made to the public was already 55,000*l.* a-year.

The motion was then agreed to.

AUG. 6.

Deccan Prize Money.—Mr. Warburton, after a speech of considerable length, presented the petitions of which he had given notice—one from Sir Lionel Smith, late commander of the 4th division of the Deccan army in India, who contended that the booty taken at Poona ought to go to the actual captors of that town. The other petition was that of Sir Thomas Hislop, the Commander-in-Chief of the army of the Deccan, who contended that the scheme of distribution approved of by the trustees of the Deccan booty in 1820 and 1828, was not such as they were warranted in ordering.

The Solicitor-General, Sir John Malcolm, Lord Althorp, Mr. Hume, and Sir C. Forbes, took part in the debate, after which the petitions were ordered to be printed.

AUG. 8.

Consolidated Fund Bill.—Sir J. Hobhouse said that he had given notice of his intention to propose an alteration of one clause of the appropriation act; he would not, however, do it then, but on the bringing up of the report. It was, however, designed to permit officers on half-pay to hold civil appointments, without forfeiting their half-pay. The Right Honourable Baronet then stated the several changes which had taken place upon this subject from the year 1810, and observed, that the only exception had been made

with respect to those officers who held the office of barrack-masters on foreign stations. As a general principle, it was recognized that the half-pay was given as a retaining fee; but that could never be in the case of the sick, the infirm, and the aged, nor for those who had been excepted by the act of 1811. It was morally impossible that anything like a majority of the officers on half-pay could be called into actual service, the number being now about 7000. The report of the Finance Committee of 1828 went upon figures, which certainly appeared rather astounding. According to it there were 404 officers of the army on half-pay, holding civil offices to the amount of 41,000*l.* a-year, and they had gone upon an inference which the return proved to be unjust, namely, that the whole of this sum would be saved by the new regulation. The amount received by navy half-pay officers was 32,000*l.* a-year, and the committee assumed that a saving to the amount of 73,000*l.* a-year could be effected. He had the authority of the First Lord of the Admiralty to say, that from the examination he had made into the subject, instead of a saving, the contrary would occur, and that by adhering to the old arrangement a considerable saving would take place. Barrack-masters and officers serving in the police in Ireland, for which they were eminently fitted, must be deducted from the amount given for the army, and thus there would only remain 20,000*l.* to be accounted for; but it was a great fallacy to suppose that even getting rid of that would produce a reduction of expenditure. By the return it appeared that, in the course of four years, only 21 out of 404 half-pay officers were appointed to civil situations, as no more could be found who would give up their half-pay. Of 291 so situated at the commencement of the present year, 181 were of the lowest scale of officers; 166 holding civil appointments under 150*l.* a-year, and none above 250*l.* The gross amount of their several salaries was not more than double, instead of being four times the amount of their half-pay, as was inferred by the Finance Committee. Contending, then, that the Committee had gone on fallacious grounds, and also considering that half-pay officers were the best and most proper persons to fill certain situations, he did not think they ought to be shut out. He should propose that this change should take place from the 1st of January next—that the appointment of military officers to civil situations should be with the sanction of the Treasury and the Secretary at War; and in order to

give Parliament a proper control over such appointments, he would further propose, that a return should be annually laid before the House of the number of officers holding civil situations, and the amount of salary attached to those situations.

Mr. Hume protested against this plan of the Right Honourable Baronet, which he considered an unnecessary innovation upon the recommendation of the Finance Committee of 1828. The Right Honourable Baronet was wrong in supposing that the principle which he was now about to do away with, originated with the Committee of 1828. The fact was, that by the 59th Geo. III. officers in the army or navy were prevented from receiving their half-pay while holding civil appointments of a certain value. The Committee of 1828 had no wish to bar the admission of naval or military officers to civil appointments, but it recommended that, when holding such appointments they should no longer be a burden to the country by the amount of their half-pay. He felt it his duty to oppose the clause, because he saw that it would be no saving to the public, and that it would tend to confuse the public accounts.

Lord Althorp said, that he was one of the Finance Committee in 1828, and had concurred in the recommendation which it had made, but he had seen reason since to change his opinion. The plan of his Right Honourable Friend would be a considerable saving to the public; and, as an instance, he would mention what was stated to him by his Right Honourable Friend the First Lord of the Admiralty—that in the coast-guard, where the recommendation of the Finance Committee had been evaded, there had been a saving of 36,000*l.* a-year. In fact, it must be obvious, that officers retaining their half-pay could afford to take smaller salaries for civil appointments than those which had no such income; and if you take away the half-pay from an officer, on giving him a civil appointment, you must raise the salary of that appointment by a sum often much larger than the amount of the half-pay itself. It would create no confusion in the public accounts, as the salaries and half-pay would appear under their respective heads of public expenditure. On these grounds he thought the change a very excellent one, and he was sure it would give general satisfaction to the army.

Mr. Weyland supported the clause.

Sir A. Dalrymple had always been of opinion that the recommendation of the Committee of 1828 was a wrong one. He, therefore, fully concurred in the clause.

Colonel Sibthorp expressed his cordial concurrence in the clause.

Mr. Hume said, he had no wish whatever to bar naval and military officers from holding civil appointments, as he thought them fully qualified for such appointments. Indeed, he should wish to see officers selected for such appointments, in order that their half-pay might be saved to the country, which was the intention of the Finance Committee in its recommendation in 1828.

After a few words from General Phipps, Sir C. Forbes, Mr. Cressett Pelham, and Sir F. Trench, in support of the clause,

Mr. Weyland asked whether the Right Honourable Gentleman would have any objection to allow officers who had served ten years, and who had since taken holy orders, to continue to receive their half-pay?

Sir J. C. Hobhouse, in reply, said, that he could not concur in the suggestion, as such officers could not be called upon to serve. The Right Honourable Baronet then defended the principle of the clause against the objections of the Honourable Member for Middlesex. Many cases had occurred, with reference to the subject of half-pay, involving circumstances so piteous, to which, if he had followed the dictates of his own feelings, instead of performing the strict duty of a public officer, he must have given way. The effect of this clause would, he hoped, be to lessen the number of such cases in future. The question between him and the Honourable Member for Middlesex was a question of economy. Now he (Sir J. Hobhouse) contended, that this clause did not involve an infringement of economy. The country, notwithstanding what the Honourable Member had said, would give him as much credit for his motives, as they gave to the Honourable Member for his. When this subject was clearly understood, the country would see that the change was not an infringement of public economy, and that it would not introduce confusion into the public accounts; but that it was calculated to restore to the King's service a right, of which it had been unjustly deprived.

Sir J. Graham said, that on the score both of justice and economy, he was prepared to support the clause proposed by his Honourable Friend, but not without restrictions. In his opinion the maximum amount of civil and military allowances ought to be kept within a proper compass. And how was that to be effected? Why, by causing an account of the amount so received by officers on half-pay to be laid on the table annually.

In answer to an observation from Sir A. Dalrymple,

Sir J. Graham said, that the benefit of employing half-pay officers to perform civil duties was, that if they were executed by civilians they would, on retirement, superannuation, or the abolition of office, be entitled to a retiring allowance, whereas, in the other case, the officer would fall back upon his half-pay.

The clause was then agreed to.

PRIZE MONEY.

PRIZES ADVERTISED FOR PAYMENT IN THE LONDON GAZETTE, AS REPORTED TO THE TREASURY OF THE NAVY, DOWN TO THE 18TH OF SEPTEMBER, 1832.

Atholl, for Dos Amigos, capt. 10 Nov. 30.—Pay 2 July 32.—Agt. Maule and Co., Great George-street, Westminster.

Ditto, for Amilia, capt. 9 Dec. 29.—Pay ditto.—Agt. ditto.

Acasta and Cebes, for L'Esperance, capt. 30 April 98.—Pay ditto.—Agt. ditto.

Conflict, for Ninfa, capt. 24 Nov. 30.—Pay 17 Aug. 32.—Agt. Wm. Holmes, 3, Lyon's inn, Strand.

Dryad and her tender Fair Rosamond, for El Potosi, capt. 19 July 31.—Pay on arrival.—Agt. Sir F. Ommamney, Norfolk-street, Strand.

Ditto, and her tenders Black Joke and Fair Rosamond, for Regulo and Rapido, capt. 10 Sept. 31.—Pay 26 Sept. 32.—Agt. ditto.

Hyperion, for Seizure of Spirits, &c., capt. between 1 Jan. and 22 March 31.—Pay 10 Aug. 32.—Agt. C. Clementson, 8 Adelphi Terrace.

Iphigenia, for Vecua, capt. 15 April 22.—Pay 17 July 32.—Agt. W. H. B. Barwis, 1, New Boswell-court.

Lightning, for Flora, capt. 3 July 15.—Pay 7 Sept. 32.—Agt. Cooke and Halford, 41, Norfolk-street, Strand.

Myrmidon, for Vecua, capt. 15 April 22.—Pay 12 July 32.—Agt. Thomas Stilwell, 22, Arundel-street, Strand.

Sybille, for Tentadera, capt. 1 Nov. 29.—Pay 19 July 32.—Agt. F. Goode, 15, Surrey-street, Strand.

Ditto, for Nostra Sa. de Guia, capt. 7 Jan 30.—Pay ditto.—Agt. ditto.

Spider, for William, capt. 9 April 13.—Pay 8 Oct. 32.—Agt. Sir F. M. Ommamney, 32, Norfolk-street, Strand.

Togaze, for Sundry Coins, and 330l. reserved from the Proceeds of Sundry Vessels, capt. 8 July 10.—Pay 7 Sept. 32.—Agt. Cooke and Halford, 41, Norfolk-street, Strand.

COURT MARTIAL.

A Court-Martial assembled on board his Majesty's ship *Victory*, in Portsmouth harbour, on the 1st ult., for the trial of Captain Alexander Gordon, late of his Majesty's ship *Atholl*, on the undermentioned charges, preferred against him by Captain Hayes, late commodore on the coast of Africa. The following members composed the Court:—Vice-Admiral Sir Peltney Malcolm, K.C.B., (President), Rear-Admiral Sir Frederic Maitland, K.C.B., Captains Hyde Parker, Sir Francis Collier, C. B. Fanshawe, Lord John Hay, Eden, and Hastings. James Hoskins, Esq. Judge-Advocate.

1st charge.—“For disrespect, neglect of duty, and un-officerlike conduct, in not waiting upon Commodore Hayes, agreeably with the rules and regulations of his Majesty's service, between the 17th and 20th April, 1831, on joining him at Prince's Island, near the west coast of Africa, after his return from the duty directed to be performed by his orders, dated Sierra Leone, 14th December, 1830, pretending to be unable to do so, which induced Commodore Hayes to go on board the *Atholl* in a friendly way, to see him, after which Captain Gordon visited on board the *Medina*, at the same anchorage, and did not wait upon him, his commanding officer, proposing, however, to visit him after being invalided.”

2d charge.—“In negligently performing the duty imposed on him by his orders of the 14th of December abovementioned, and for neglecting to make a proper report of the manner in which he had executed the said orders, merely writing a heedless letter, dated nearly a fortnight before the *Atholl* arrived at the point of the coast where Commodore Hayes directed in the above orders, the examination and inquiry should terminate.”

3d charge.—“In un-officerlike conduct, stating in a note addressed to Commodore Hayes, that in the rigid execution of his last order valuable lives had been lost, which he should never cease to regret, when it was a fact that neither man nor boy had died on that service: and Captain Gordon had himself written to Commodore Hayes not three days previously, saying, ‘The health of his ship's company, having only lost one man since he left Portsmouth, is a proof of good regulation.’”

4th charge.—“In making a bargain for a sum of money, and also a half of their bounty and prize money, with two officers next on the Admiralty list, to be paid to him in the event of their promotion being confirmed in the vacancies he would make for them by going home invalided.

5th charge.—“For un-officerlike conduct in having written a letter, dated the 6th July, 1831, to their Lordships' Secretary, and stating therein that he was surprised to find that Commodore Hayes had sent his ship, the *Atholl*, to Fernando Po, where he was quite aware her services were not required; and in stating that the First-Lieutenant and Assistant-Surgeon, and thirty-seven petty officers and seamen of the *Atholl*, were detained on board the *Dryad*, instead of being sent by the *Medina* to join their proper ship; and stating that Commodore Hayes was waiting at Sierra Leone to purchase and fit out the *Dos Amigos* as a third tender to the *Dryad*; and also in untruly stating that Commodore Hayes had appointed Lieutenant Ramsay, First-Lieutenant of the *Atholl*, to the *Dryad* without his consent.”

The charges having been read over, the following objection, on the part of Captain Gordon, was addressed to the Court:—

“Gentlemen,—The prisoner is ready to enter upon his trial immediately, on all the four charges of the prosecutor; but he humbly submits to the Court that the fifth charge, being of an offence imputed to him in an un-officerlike manner, in writing a certain letter, when he was not in actual service and full pay in the fleet or any ship of war in his Majesty's service, the same is not according to the statute passed in the twenty-second year of the reign of his late Majesty King George II., cap. 32, sec. 11, within the jurisdiction of this honourable Court, such statute having expressly enacted, ‘that nothing contained in the articles of war, shall extend or be construed to extend to empower any Court-Martial to be constituted by virtue of that act, to proceed to the trial of any of the offences specified in the several articles (other than those there mentioned) which shall not be committed by such persons as at the time of the offence committed shall be on actual service and full pay in the fleet or ships of war of his Majesty's navy.’ But he begs to add, notwithstanding, that he is ready to meet the charge itself, and go into the fullest investigation of the allegations contained in the charge alluded to, if the Court should think proper.”

The Court was then cleared, and on its being re-opened, the President intimated to Captain Gordon that it was necessary he should produce evidence to show that he was upon half-pay at the period alluded to, upon which Commander Castles, late of the *Medina*, was called in and asked by the Court, if Captain Gordon returned to England with him in the *Medina*, and to state the day he landed him in England? Captain Castles replied that Captain Gordon

returned with him in the *Medina*, and that he landed him on or about the 20th of June, 1831.

The Court was again cleared, and being re-opened, the Court decided that the objection raised on the part of Captain Gordon was valid, and that the Court could not proceed to the investigation of the charge. The Court having heard the evidence in support of the prosecution and Captain Gordon's defence, the following decision was read by the Judge Advocate:—"The Court having deliberately weighed and considered the evidence adduced, is of opinion that the first of the said charges, contained in the said order of the 24th September, hath not been proved, inasmuch as it appears that the state of Captain Gordon's health prevented him from waiting on Commodore Hayes at the time alluded to in the said charge; that the second of the said charges hath not been proved; that the third of the said charges hath been in part proved, inasmuch as the said Captain Alexander Gordon addressed a note to Commodore Hayes, in which there is a very unguarded and improper expression; that the fourth of the said charges hath not been proved; that with reference to the fifth of the above charges, and referred to in the said order of the 30th day of September last, the Court is of opinion that, inasmuch as it hath been proved and admitted in evidence that the said Captain Alexander Gordon was not in actual service, and in full pay in the fleet or in any ship of war of his Majesty, on the 5th July, 1831, being the day of the date of the letter referred to by the said mentioned order, the Court hath no jurisdiction or authority to try Captain Gordon upon the said charge, being expressly prohibited from exercising such jurisdiction or authority by the 4th section of an Act passed in the twenty-second year of the reign of George II.; that with reference to the said third charge, which has been in part proved as aforesaid, in consideration of Captain Gordon having, immediately on his discovering that Commodore Hayes had misapprehended his meaning, offered an apology to Commodore Hayes for the expression contained in the letter referred to in the said charge, and having disclaimed any intention of throwing censure on the Commodore by such expression, the Court doth only adjudge the said Captain Gordon to be admonished to be more circumspect in his correspondence with his superior officers in future; and he is hereby so admonished accordingly."

GENERAL ORDERS, CIRCULARS, &c.

War Office,
4th September, 1832.

SIR,—I have received his Majesty's commands to acquaint you, that the operation of that part of the Royal Warrant dated 14th November, 1829, granting under certain conditions, the Discharge of Soldiers to Pension at their own request is for the present suspended, and that no more men are to be recommended by you for that indulgence, until you shall have been furnished with further orders on the subject.

I have the honour to be, Sir,
Your most obedient humble servant,
JOHN HOBHOUSE.
Officer Commanding.

Admiralty, 12th Oct. 1832.

His Majesty, having had under his consideration the meritorious services of the Royal Marines, and the very long standing of the Senior Subalterns, and having also adverted to the Regulation established in the Army by a General Order of the 27th Dec. 1826, and adopted in the Marines on the 17th August, 1827, by which the First Lieutenants on full pay of seniority prior to 1812 were allowed, under certain restrictions, the option of promotion to the rank of Captain, unattached, and on the old rate of half-pay of 5s. a day, which Regulation, although still in force in the Army, has long ceased in the Marines, in consequence of there not being any Lieutenants on half-pay to fill up the vacancies, has been graciously pleased, in reference to the situation of this deserving class of Officers, to direct that the Regulation in question shall be renewed in the latter corps to the First Lieutenants of the Seniority beforementioned now remaining on the effective full pay.

His Majesty has been further pleased to direct that the vacancies of the Second Lieutenants, who will be promoted in succession to the Senior First Lieutenants thus becoming Captains on half-pay, shall remain unfilled until such Captains shall be recalled to full-pay, which they will be as vacancies occur, and in the order of succession directed by the Regulation of 1827; and with each of them so recalled a Second Lieutenant will be appointed, so as to preserve the vacancies of Second Lieutenants corresponding with the Captains on half-pay; and the Widows of the Officers attaining the rank of Captain under this Regulation will be admitted to the Pensions of Captains' Widows.

By Command of their Lordships,
GEORGE ELLIOT.

PROMOTIONS AND APPOINTMENTS.

NAVY.
PROMOTIONS.

CAPTAINS.

Joseph Harrison. H. G. Colpoys.

COMMANDERS.

T. Sparke Thompson. Arthur Wakefield.
Thomas Spearing Oamer, retired.

LIEUTENANT.

Charles Pearson.

MASTER.

— Webb.

SURGEON.

Isaac Wesley.

APPOINTMENTS.

CAPTAIN.

Robt. Tait	Spartiate
Hon. W. Wellesley	Winchester
Hon. J. Percy, C.B.	Wellesley
N. Lockyer, C.B.	Stag
Sir Thomas Troubridge, Bart.	Malabar
H. G. Colpoys	Sapphire
Sir James A. Gordon, K.C.B.	Chatham yacht
H. B. Ross	Plymouth do.
Sir T. Usher, K.C.H.	Bermuda do.

COMMANDERS.

G. Evans	Rhadamanthus
E. Crouch	Secretary to Rear-Adm. Sir Michael Seymour
J. C. Symonds	Serpent
A. Wakefield	Winchester
William Morgan	Malabar.
John Monday	Coast Guard.
Thomas Bushby	Do.
Geo. Cha. Blake	Do.
M. Worsley	Do.

LIEUTENANTS.

Thomas Woods	Hornet R.C.
— Keeling	Shamrock R.C.
C. C. Nelson	Britannia.
H. W. Clare	Clio
J. B. Emery	Larne
J. M. Mottley	Undaunted
Ed. Seymour	Flag to Rear-Adm. Sir Michael Seymour
J. Grant (a)	Spartiate
R. J. Otway	ditto
J. R. Baker	ditto
Chas. Lench	ditto
E. L. Harvey	Vernon
W. B. Oliver	Serpent
B. Haines	ditto
Ja. E. Parlbry	Griffon
W. H. Quin	Forester
R. J. Pengelly	Asia
G. T. Gordon	Rhadamanthus
Geo. Hurst	ditto
E. Robinson	ChelseaTelegr.
G. A. Thorndike	Castor
Ralph Hay	Isis
John Wright	Hermes
Owen Stanley	Malabar
Charles Eden	ditto
John Cornish (a)	ditto
John Duffield	Carron
John Hay (c)	Coast Guard
Geo. W. Tomlin	ditto

MASTERS.

Alexander Karley	Athol
E. Hankin	Castor
J. T. Dormer	Larne
— Webb	Algiers
W. Carr	Spartiate
John Bates	Donegal
W. Ellis	Malabar
Philip Milman	Satellite
Henry Hodder	Rhadamanthus

SURGEONS.

W. Folds	Conway
R. M. Cornish	Larne
C. France	Rhadamanthus
E. Bowan	Spartiate

ASSISTANT-SURGEONS.

J. Phillips	Satellite
W. M'Gill (sup.)	Victory
A. C. H. Thrasher, M.D.	First app.
J. M'Gowan	Castor
W. B. Macdonald.	Britannia
Henry Osman	Pike
Alex. Bryson	Griffon
H. Arnot	Malabar
C. France	Rhadamanthus
Geo. Doak	Carron

PURSERS.

T. Williams	Spartiate
G. V. Oughton	Vernon
Thos. T. Jeffery	Serpent
John Bell	Rhadamanthus
Thomas Jennings (a)	Malabar

CHAPLAINS.

Rev. J. Falls	Spartiate.
Rev. J. Cooper	Asia
Rev. O. S. Harrison	Malabar

Mr. Oliver Lang has been appointed Master Shipwright at Portsmouth, vice Mr. John Noloth, who retires.
Mr. John Peak to be Master Shipwright at Woolwich, vice Lang.

ROYAL MARINES.

PROMOTION.

Second Lieutenant, John Charles Lamborn

APPOINTMENTS.

CAPTAINS.

Thos. Hurdle	Spartiate
Thomas Stephens	Donegal

SECOND LIEUTENANTS.

C. Marshall	Victory
G. A. Danvers	Spartiate
J. T. Aslett	Spartiate

ARMY.

WAR-OFFICE, SEPT. 22.

15th Regt. of Lt. Drgs.—Cornet Edward Fellowes, to be Lieut. by p. vice Bache, promoted; Charles Sparling, Gent. to be Cornet, by p. vice Fellowes.

6th Regt. of Foot.—Ens. Alexander Imlach, from h. p. 72d Foot, to be Ens. vice Wetherall, whose appointment has been cancelled.

14th Foot.—Collett Leventhorpe, Gent. to be Ens. by p. vice Parker, who ret.

16th Foot.—Ens. Charles Hawker, to be Lieut. by p. vice Carter, whose promotion has not taken place.

17th Foot.—Hospital Assistant Temple Pearson, from the h. p. to be Assistant-Surgeon, vice Newton, prom.

22d Foot.—Captain Ethelred Hawkins, from the 49th Foot, to be Capt. vice Wilkinson, who exchanges.

26th Foot.—Lieut. Robert Carr Hamond, from h. p. 31st Foot, to be Lieut. vice Thompson, prom.
27th Foot.—Capt. Louis Robert James Versturme, from h. p. Unatt. to be Capt. vice Matthew Higgins, who exch. receiving the disservice.

28th Foot.—Lieut. Thomas Wheeler, to be Capt. without p. vice Irving, deceased; Ensign Thomas Beckham, to be Lieut. vice Wheeler; Gent. Cadet Ranald J. M'Donnell, from the Royal Military College, to be Ens. vice Beckham.

41st Foot.—Assist.-Surg. George Glaeser, from h. p. Cape Regiment, to be Assist.-Surg. vice William Dowell Fry, who exch.

49th Foot.—Brevet-Major William Wilkinson, from the — Foot, to be Capt. vice Hawkins, who exch.

50th Foot.—Second Lieut. Henry Bingham, to be First Lieut. by p. vice Lord Fincastle, prom.; William George Rose, Gent., to be Second Lieut. by p. vice Bingham.

93d Foot.—Assist.-Surg. Joseph Edmondson, from the Hospital Staff, to be Assist.-Surg. vice Ekina, deceased.

97th Foot.—Ens. George Robert Cummin, to be Lieut. by p. vice Reade, who ret.; Charles James Frederick Denshire, Gent. to be Ens. by p. vice Cummin.

Hospital Staff.—Farquhar M'Rae, M.D. to be Assist.-Surg. to the Force, vice Edmondson, appointed to the 93d Foot.

Memoranda.—The date of the commission of Lieut. John Edwards, of the 45th Foot, has been altered from the 14th November, 1827, to the 21st of October, 1827, in order to his being placed in his proper situation in that corps.

The promotion of Brevet-Lieut.-Col. Henry Williams, on h. p. 2d Garrison Battalion, to be Col. in the Army from 22d July, 1830, has not taken place.

WAR OFFICE, Oct. 2.

Memorandum.—The half-pay of the undermentioned officer has been cancelled from the 7th of Sept. 1832, inclusive, he having received a commuted allowance for his commission:—

Deputy-Assistant Commissary-General Henry Erskine Hunt.

The half-pay of the undermentioned officers has been cancelled from the 2d instant, inclusive, they having accepted commuted allowances for their commissions:—

Cornet Thomas Coventry, h. p. 1st Drsg.; Ens. Daniel Mackenzie, h. p. 38th Ft.; Assist.-Surg. George Hickman, h. p. 98th Ft.; Lieut. Thomas Salisbury Price, h. p. Royal Waggon Train; Ens. Thomas Cookson Kenyon, h. p. 10th Ft.; Lieut. Atwood Henry Kelsey, h. p. York Hussars; Lieut. William Richard Meacock, h. p. 63d Ft.; Ens. Vernon Davys, h. p. 88th Ft.; Paymaster Lawrence Castle, h. p. De Meuron's Regt.

North York Corps of Yeomanry Cavalry.—Cornet Christopher Lonsdale Bradley, to be Lieut.; Robert Mowbray Daniell, Gent. to be Cornet, vice Bradley.

Worcestershire Yeomanry Cavalry.—Cornet William Price Philpott to be Lieut. vice James Milllett, resigned; John Rose, Gent. to be Veterinary Surgeon, vice English, deceased.

OFFICE OF ORDNANCE, Oct. 2.

Corps of Royal Engineers.—Second Lieut. Henry D. Harness, to be First Lieut. vice Boscawen, dec.; Gentleman Cadet Sampson Freeth, to be Second Lieut.; Gentleman Cadet John H. Payne, to be ditto.

East York Militia.—William Froggatt Bethell, Esq. to be Captain vice Marmaduke Nelson, resigned.

Worcester Yeomanry Cavalry.—Lieut. Francis Lyttleton Holyoke, to be Capt. vice Denham Cooke, resigned.

WAR OFFICE, Oct. 5.

Memorandum.—In addition to the distinctions formerly granted to the 25th Foot, His Majesty has been pleased to permit the Regiment to bear the White Horse, and the motto "*Neo aspera ferunt*," in the fourth corner of the regimental colour.

14th Regt. of Light Drag.—Cornet Robert Alexander Lockhart, to be Lieut. by p. vice Bowyer, who ret.; Hon. Harry Charles Yelverton, to be Cornet, by p. vice Lockhart.

21st Foot.—Second Lieut. Frederick George Ansell, to be First Lieut. by p. vice Wightman, who ret.

39th Foot.—Lieut. Gerard Charles Borough, to be Capt. by p. vice Waldron, who ret.

81st Foot.—Lieut. Jasper Byng Creagh, to be Capt. by p. vice Hall, who ret.; Ens. William Henry Charles Wellesley, to be Lieut. by p. vice Creagh; Robert Nicholson, Gent. to be Ensign by p. vice Wellesley.

91st Foot.—Ens. Archibald Campbell, to be Adjut. vice Brunker, prom.

Unattached.—Lieut. William Rennie, from the 10th Foot, to be Capt. of Infantry without pay.

Hospital Staff.—Charles Hugh James, Gent. to be Assist.-Surgeon to the Force, vice Brydon, Memorandum.—The appointment of Assist.-Surgeon Michael Lawless Duigan, from h. p. of 57th Foot, to be Assist.-Surgeon to the Force, which was stated to have taken place on the 11th of July last, has not taken place.

OCTOBER 9.

East Essex Regular Militia.—Ens. Arthur J. Laudon, to be Capt. vice Smith, resigned; George Frederick Maybey, Gent. to be Lieut. vice Wesley, dec.; Stephen Wesley, Gent. to be Ensign, vice Lambie, prom.

2d Somerset Regt. of Militia.—George Robbins, Gent. to be Ensign.

West Kent Regiment of Yeomanry Cavalry.—Tonbridge Wells Troop.—Lieut. Robert Willis Blencowe, to be Capt. vice Akers, resigned.

2d Oxenbath Troop.—Thomas Fairfax Best, Esq. to be Capt.; John Hollingworth, Gent. to be Cornet.

OFFICE OF ORDNANCE, Oct. 11.

Royal Regt. of Artillery.—Capt. and Brevet-Major Charles Gilmour, to be Lieut.-Colonel, vice Wilmot, dec.; Second Captain Henry Lewis Sweetling, to be Capt. vice Gilmour; First Lieut. Henry Palliser, to be Second Capt. vice Sweetling; Second Lieut. Henry Stanley M'Cintock, to be First Lieut. vice Palliser; Quartermaster-Sergeant William Porter, to be Quartermaster, vice M'Coy, dec.

Corps of Royal Engineers.—Major-General Sir Frederick William Muleaster, K.C.H., to be Colonel-Commandant, vice Sir Alexander Bryce, dec.

WAR OFFICE, Oct. 12.

1st or Gren. Regt. of Foot Guards.—Ensign and Lieut. Edward Birch Reynardson, to be Lieut. and Capt. by p. vice Ricketts, who retires.

10 Foot.—Lieut. William Rawlins, from the 13th Regt. to be Lieut. without p. vice Rennie, prom.

13th Foot.—Lieut. Alexander Stuart, from the h. p. of the 84th Regt. to be Lieut. vice Rawlins, app. to the 10th Regt.

16th Foot.—Lieut. Andrew Richard Evans, from the h. p. of the 93d Regiment, to be Lieut. vice William Murray, who exch.

21st Foot.—James Baillie Guthrie, Gent. to be Second Lieut. by p. vice Ansell, prom.

27th Foot.—Lieut. William Elliott, from the 45th Regt. to be Lieut. vice John Stewart Lyon, who ret. on h. p. of the 3d Garrison Battalion.

45th Foot.—Lieut. Bolton Edward Stretch, from h. p. of 3d Garrison Battalion, to be Lieut. vice Elliott, app. to the 27th Regt.

60th Foot.—Second Lieut. Alfred Munday, to be First Lieut. by p. vice Fitzgerald, who retires; Charles William Jebb, Gent. to be Second Lieut. by p. vice Munday.

67th Foot.—Gentleman Cadet Charles B. S. Evans, from the Royal Military College, to be Ensign, without p.

73d Foot.—Lieut. Thomas Fraser Sandeman, from h. p. to be Lieut. vice James Coage, who exch. rec. the diff.



PROMOTIONS AND APPOINTMENTS.

WAR OFFICE, Oct. 19.

1st Regt. of Life Guards.—Richard Brooks, Gent. to be Cornet and Sub-Lieutenant, by p. vice Lord Charles Pelham Clinton, who retires.

4th Drag. Guards.—William Hosken Harper, Gent. to be Cornet, by p. vice Holdsworth, prom.

3d Light Dr.—Thomas Martin Cockeage, Gent. to be Cornet, by p. vice Downes, prom.

5th Foot.—Capt. John Wingfield King, from h. p. to be Captain, vice George William Butler, who exc. receiving the difference.

9th Foot.—Lieut. Charles Dormer, from the 24th Regt. to be Lieut. vice William Jackson, who ret. on h. p. of the Royal Staff Corps.

24th Foot.—Lieut. William Garnons Hughes, from h. p. Royal Staff Corps, to be Lieut. vice Dormer, appointed to the 9th Regt.

57th Foot.—James Hennen, Gent. to be Assist. Surgeon, vice Cutler, whose appointment has not taken place.

77th Foot.—Assistant-Surgeon Charles Dealey, from the 15th Light Dragoons, to be Surgeon, vice O'Halloran, deceased.

Memorandum.—The commission of Deputy Commissary-General Matthew Delaval O'Meara has been cancelled from the 4th Inst. Inclusive, he having accepted a commuted allowance for his half-pay.

OFFICE OF ORDNANCE, Oct. 19.

Royal Regt. of Artillery.—Second-Captain and Adjutant Frederick Wright to be Capt. vice Hunt, ret.; First Lieut. E. D. Hawkins, to be Second Captain, vice Wright; Second Lieutenant S. P. Townsend, to be First Lieutenant.

WAR-OFFICE, Oct. 26.

2d Regt. Drag.—Taylor, Gent. to be Veterinary Surgeon, vice Watt, who resigns.

1st or Gren. Regt. Foot Gds.—Richard Wilson Fitzpatrick, Gent. to be Ens. and Lieut. by p. vice Reynardson, prom.

21st Foot.—Capt. George Deare, to be Major, by p. vice Campbell, prom.; Lieut. Charles William Perkins Maza, to be Capt. by p. vice Deare; Second Lieut. William Higginson Duff, to be First Lieut. by p. vice Maga; Bertie Edward Murray Gordon, Gent. to be Second Lieut. by p. vice Duff.

70th Foot.—Ens. Henry Darley, to be Lieut. without p. vice Kirwan, dec.; Gent. Cadet Henry Clark, from the Royal Military College, to be Ens. vice Darley.

77th Foot.—Lieut. William Thornton Servantes, from the 86th Regt. to be Lieut. vice Fenwick, who exc.

86th Foot.—Lieut. Horatio Fenwick, from the 77th Regt. to be Lieut. vice Servantes, who exc.; Lieut. Horatio Fenwick, to be Adjut. vice Tlone, who resigns the Adjut. only.

94th Foot.—Assist.-Surgeon William Charles Humfrey, from the 96th Regt. to be Assist.-Surg. vice Woods, app. to the 94th Regt.

95th Foot.—Charles Stewart Still, Gent. to be Assist.-Surg. vice Humfrey, app. to the 94th Regt. Unattached.—Maj. Collin Campbell, from the 21st Ft. to be Lieut.-Col. of Infantry, by p.

Hospital Staff.—Staff-Surg. Samuel Barwick Bruce, from the h. p. to be Surg. to the Forces, vice John Wm. Watson, M.D. who exc.

Memoranda.—Maj.-Gen. Henry Willoughby Roche has been allowed to retire from the service, by the sale of an unat. commission.

The appointment of Assist.-Surg. James Hurst, from the h. p. of the 37th Ft. to be Assist.-Surg. to the Forces, as stated in the Gazette of the 9th of March last, has not taken place.

The date of Lieut. Charles Hawker's promotion, in the 16th Ft. is the 20th of July, 1832, and not the 28th of Sept. 1832.

COMMISSARIAT DEPARTMENT.

To be Dep.-Assist.-Com.-Gen.—Edward Montagu Archdeacon, Gent.; William Haldy, Gent.; Henry Edward Vaux, Gent.; William Robert Alexander Lamont, Gent.; William Frederick Jones, Gent.; John Kent, Gent.; Stephen Owen, Gent.

OFFICE OF ORDNANCE, Oct. 26.

Ordnance Medical Department.—George Nugent, p. M.D. to be Assist.-Surg. vice Lucas, resigned.

Worcestershire Regt. of Yeomanry Cavalry.—The Hon. Thomas Henry Foley, to be Lieut.-Col. vice Lord Lytleton, res.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Sept. 19th, the lady of Lieut. Frederick E. Steele, h. p. 18th (Royal Irish) regiment, of a daughter.

Sept. 20th, at Uddens House, county of Dorset, the Lady of Lieut.-Colonel Sir James Fraser, Bart. of a son.

At Liskeard, the Lady of Lieut. Ede, of H. M. steamer Colombia, of a daughter.

Sept. 21st, the Lady of Capt. F. E. Loch, R.N. of a son.

At Penzance, the Lady of Lieut. Hughes, R.N. Commander of H. M. cutter Viper, of a son.

Sept. 23d, at Caher, the Lady of Captain Raymond White, Enniskillen Dragoons, of a son.

Sept. 26th, at Falmouth, the Lady of Lieut. J. Drew, R.N. of a daughter.

Sept. 30th, at Dover, the Lady of James Martin, Esq. Rifle Brigade, of a daughter.

Oct. 1st, at Birr, the Lady of Major Freeth, 64th Regt. of a daughter.

Oct. 3d, at Southsea, the Lady of Capt. Molesworth, R.M. of a daughter.

Oct. 4th, at Eastbourne, the Lady of Lieut. T. Foster, Royal Engineers, of a daughter.

At Cross House, Powick, the Lady of C. Kelson, Esq. late of the 3d Drag. Guards, of a daughter.

At Sutton Court, the Lady of Admiral Sir Richard King, Bart. of a daughter.

Oct. 9th, at Southsea, the Lady of Lieut. F. Wood, R.N. of a daughter.

Oct. 11th, at Southsea, the Lady of Lieut. Heriot, Royal Marines, of a daughter.

Oct. 25th, in Gloucester-street, Portman-square, the lady of Capt. Rose H. Fuller, R.N. of a son.

MARRIAGES.

July 10th, at Wynberg, Cape of Good Hope, by special licence, Capt. Robert Dampier Hallifax, 75th Regt. eldest son of the Rev. Fitzwilliam Hallifax, of Bathcot, near Ludlow, to Harriet, only surviving daughter of Lieut.-Colonel Thomson, Royal Engineers.

At Brockville, Canada, F. R. Foote, Esq. Assistant Commissary-General, son of Vice-Admiral Sir E. J. Foote, K.C.B. to Charlotte, daughter of Dr. Hubbell.

Sept. 3d, at Montreal, Capt. Henry W. Harris, 24th Regt. to Eliza, only daughter of Captain Charles Walker, 15th Regt.

In Paris, Commander Milson Wroot, R.N. to Harriet, daughter of Capt. Holland, R.N.

Sept. 30th, at Bolney, Sussex, ——— H. V. Huntley, R.N. third son of the late Rev. E. Huntley, of Boxwell Court, Gloucestershire, to Anne, eldest daughter of the late Lieut.-General Skinner, of Chesterfield Street, May Fair.

Sept. 26th, at Heath College, near Inverness, Lieut.-Col. R. Robertson, of the Bombay army, to Harriet, second daughter of Robert Pierson, Esq. of Riga.

Sept. 28th, at Edinburgh, Lieut. N. Gordon

Corbett, R.N. second son of the late James Corbett Porterfield, Esq. of Porterfield, to Margaret, daughter of Patrick Borthwick, Esq.

Capt. George H. Hogarth, 25th, or Cameronian Regiment, to Mary, second daughter of Thomas Cooper, Esq. M.D. of Bengeworth.

At Cheltenham, — P. M. N. Guy, 8th, or King's Own Regiment, to Anne, daughter of the late William Jones, Esq. of Glanbarra, Glamorganshire.

Oct. 11th, by special licence, at Willowbank, County Limerick, Capt. S. Vignoles, 19th Regt. and Chief Magistrate of Police at Ennis, to Louisa, youngest daughter of William N. Macnamara, Esq. M.P. for the County Clare.

Oct. 11th, at Tichfield, Lieut. W. Mayott, R.N. to Maria, daughter of Frederick Bedford, Esq. of Greenwich Hospital.

Oct. 11th, Capt. Ferrars Loftus, Grenadier Guards, son of the late General and Lady Elizabeth Loftus, to Louisa, only child of the Rev. John Bastard, of West Lodge, Dorsetshire.

Oct. 15th, Lieut. P. N. McKeller, R.M. to Mary Ann, daughter of the Rev. Wm. Row.

Oct. 16th, at Mullion, by the Rev. F. L. Blissett, Vicar of that parish, Capt. Richard Johns Head, R.N. to Sarah Vigurs, daughter of the Rev. Mr. Blissett.

Oct. 18th, at St. Mark's, Kensington, by special licence, James Brown, Esq. Master R.N. to Jane Hope Burgess, youngest daughter of J. H. Burgess, Esq. Purser R.N.

DEATHS.

CAPTAINS.

Hughes, 3d Foot.

August 23d. O'Farrell, unatt., London.

September 13th. Irving, 28th Foot, Fermoy.

LIEUTENANTS.

Aug. 7th. Percy, 4th Lancers, Southampton.

Bowles, 83d Foot.

August 15th. Lyne, h. p. 47th Foot.

August 21st. Lloyd, h. p. 84th Foot.

September 19th. Boscawen, R. Eng., Lurgan, Ireland.

QUARTER-MASTER.

September 24th. McCoy, R. Art. Woolwich.

MEDICAL DEPARTMENT.

Insp.-Gen. Muttiebury, M.D. h. p. Quebec.

Surg. Bellers, h. p. 58th Foot.

CHAPLAIN'S DEPARTMENT.

February 17th. Rev. B. C. Goodison, M.A. Cape of Good Hope.

September 6th. At Montreal, of Cholera, Lt.-Col. William Mackay, Superintendent of Indian Affairs for the District of Montreal.

September 6th. At Quebec, of dropsy, aged 39, W. C. Russell, Esq. late Lieut. on h. p. of the 6th Foot.

September 11th. At Montreal, aged 43, Lieut. Daniel White, h. p. 60th Regt.

Sept. 23d. Lieut.-Col. Tucker, late 29th Regt.

September 25th. At Hastings, Lieut.-Col. Edward Wilmot, R. H. A.

At Lambeth, Lieut.-Col. Moleworth Phillips, h. p. Royal Marines, the last surviving companion of the illustrious circumnavigator, Cook, of whose death he was an eye-witness, and, to a certain extent, the avenger.

In Hanover Terrace, Regent's Park, Major-Gen. Sir A. Bryce, K.C.B., Royal Engineers, after a few hours' illness. A memoir of services will be found in our present number.

September 26th. Commander Robert Parrey, Royal Navy.

September 27th. At Thonne, Canton de Berne, Capt. Gardiner Henry Gulon, R.N.

September 28th. At New England Cottage, near Hitchen, Herts, Mary Ann, daughter of Lieut. James Emerton, R.N., aged 15 years and six months.

Sept. 28th, at Milford, Patience Macdonald, aged 55, widow of the late Lieut.-Colonel Macdonald, formerly of the 64th Regt. The only surviving daughter of Colonel and Mrs. Macdonald is married to Captain Henry Bourchier, R.N. Superintendent of the Quarantine Establishment at Milford.

October 2d. At L'Orient, aged 96, of cholera, Gen. Dalrymple, late of the Sc. Fus. Guards. A memoir of services will be given in our next.

Retired Commander J. Short, R.N.

Retired Commander R. Wright, R.N.

Retired Commander C. Burlton, R.N.

On the coast of Africa, Mr. Davis, Second Master, and Mr. James Rae, Assistant-Surgeon of the Pluto steamer.

At sea, Com. Sandilands, of H.M.S. Comet.

At sea, on board H.M.S. Jaseur, on his passage to England, invalided from H.M.S. Badger, Lieut. Henry Lang.

In Cornwall, Lieut. George B. Trevanion, R.N. Commander Nathaniel Vassall, R.N.

October 5th. Capt. George Langford, R.N. aged 52. This officer was promoted to the rank of Captain in March, 1803, while commanding the Sappho, for capturing a Danish ship of war, of superior force, called the Admiral Yarol. He served nearly the whole of his time at Midshipman and Lieutenant, in the fleet under the command of the immortal Nelson; and was present in the boats, commanded by Sir Thomas Hardy (then a Lieutenant), at the cutting out of the Mutine, from the harbour of Santa Cruz, and at the battles of St. Vincent, the Nile, landing in Egypt, and capture of the Guillaume Tell, and in many minor conflicts in boats, &c. during the active period of warfare in the Mediterranean, from 1797 to 1800. The last ship Capt. Langford commanded was the Alpheus frigate, on the East India station, and which was paid off in 1816.

Bent Ball, Esq. aged 80 years, formerly Capt. of the 63d Regiment, and one of the few surviving officers who served in the Revolutionary War in America, where he particularly distinguished himself, and received no less than three musket balls in different parts of his body, one of which never could be extracted.

J. Dupré, Esq. Purser R.N. He served on board the Triumph, in Lord Duncan's victory, in 1797.

At Dublin, Lieut. Aldred, commanding the Shamrock, revenue vessel.

At Clanmorris, County Mayo, Lieutenant John Donelan, h. p. 66th Regt.

At Edinburgh, Capt. Fergusson, of the Queen's Bays.

At Fermoy, aged 26, Capt. Irving, 28th Regt. eldest son of Lieut.-Colonel Irving, and nephew of the late Major Macham, of Galway.

Oct. 11th, at Gravesend, Lieut.-Colonel John Vivion, late of the Royal Artillery.

Oct. 19th, at his residence in Cavendish Crescent, Bath, aged 53, Volante Vashon Ballard, Esq. Rear-Admiral of the Red, and Companion of the Order of the Bath.

At Wilcove, Joseph Fleming, Esq. retired Surgeon in the Royal Navy. Mr. F. had been on the list of Surgeons nearly 54 years.

In the West Indies, Mr. Oughton, Assistant-Surgeon R.N., son of G. V. Oughton, Esq. Purser of the Vernon.

Oct. 13th, suddenly, at Burlington, in the East Riding of the County of York, Lieut.-General Godfrey Bosville Lord Macdonald, A memoir of services in our next.

Oct. 14th, at Falmouth, Mr. Moss, late Quarter Master 41st Foot.

Oct. 15th, Assistant-Surgeon George Bagnell Woods, 44th Foot, and son of the late Lieut. Woods, 96th Foot.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

SEPT. 1832.	Air's Thermometer.		At 3 P. M.			Pluvia- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Deg.ces.	Hygrom. Parts.			
1	61.0	56.3	29.63	60.2	602	.096	.090	W. by S. lt. breeze & al. shrs.
2	60.1	55.4	30.00	60.1	590	.060	.045	W. by N. lt. airs, few clouds
3	64.2	54.0	30.16	63.2	525	—	.086	W. S. W. fr. br. and cloudy
4	64.3	56.8	30.15	63.6	527	—	.034	W. by S. lt. breeze
5	63.8	56.0	30.03	61.8	432	—	.100	N. N. W. fr. w. d. cl. rising
6	63.5	54.3	29.99	61.6	430	—	.090	N. E. fr. breeze & fine
7	62.4	56.7	29.84	62.4	547	.030	.085	N. N. E. light airs & showery
8	66.8	58.3	30.90	65.4	520	.039	.063	W. by S. lt. breeze & fine
9	66.7	56.0	29.93	64.6	517	—	.061	S. W. fresh gales
10	63.7	53.8	29.81	62.1	464	.231	.070	W. by S. fr. br. & fine
11	69.3	52.9	30.05	54.4	535	—	.100	W. by S. moder. winds
12	61.4	54.3	30.18	58.0	521	—	.095	N. W. fr. breeze & cloudy
13	59.8	53.4	29.96	60.4	562	.268	.098	W. S. W. fr. br. & showery
14	58.4	52.7	29.84	58.2	521	.117	.099	N. W. moderate winds
15	59.5	54.5	29.98	58.3	519	.003	.072	N. steady winds
16	61.1	57.7	30.22	61.0	530	—	.060	W. by S. fr. br. & cloudy
17	61.0	56.7	30.17	60.4	540	—	.068	N. W. threatening weather
18	61.2	53.0	30.01	58.7	432	.020	.075	N. W. fr. breeze & cloudy
19	61.0	49.3	30.33	59.4	434	—	.085	N. N. W. lt. air, beaut. day
20	58.8	48.4	30.15	58.8	406	—	.078	N. W. blowing lt. cl. rising
21	61.3	51.2	30.46	61.3	510	—	.085	E. light breezes and fine
22	61.0	51.3	30.40	61.0	535	—	.080	S. E. fr. breezes and cloudy
23	68.5	55.0	30.29	66.6	366	—	.094	S. S. E. lt. breezes, beaut. day
24	66.3	53.2	30.32	66.3	475	—	.090	W. S. W. lt. airs, very fine
25	68.0	53.3	30.34	68.0	405	—	.085	S. W. lt. airs, cloudy
26	69.8	58.8	30.20	69.4	460	—	.100	S. W. lt. breeze, fine day
27	69.6	57.6	30.10	65.3	435	—	.104	S. S. W. lt. airs, very fine day
28	69.1	57.3	30.06	66.5	446	—	.035	W. S. W. lt. br. beaut. day
29	68.7	57.5	30.20	67.4	460	—	.070	S. S. W. fr. br. cl. rising
30	68.8	57.7	30.12	67.6	463	—	.072	S. W. lt. br. part. clouded.
31	—	—	—	—	—	—	—	—

TO READERS AND CORRESPONDENTS.

All Communications for the Editor, Books for Reviewing, &c., are requested to be addressed in future to the care of Mr. COLBURN, 13, GREAT MARLBOROUGH STREET.

R. Y. S. We make it a general rule not to admit communications at second-hand. We are always open to original remarks on the subjects in question. There is no analogy between the third classes of the Bath and Guelph—the institutes of those Orders being distinct.

We assure our old friend "Artillero," that the constant pressure of heavy metal upon our space, alone prevents our discharging a held-piece upon his new position. "Paciencia—!" as our worthy Allies the "Valerosos" were wont to say,—and do.

We renew our thanks to those Correspondents who kindly volunteer communications from the Ports, Ships, and Squadrons afloat. Our tributary streams of information flow in so fully and rapidly from those quarters, that we find that interesting department grow upon our hands, even to the temporary exclusion of much of our General Correspondence, notwithstanding our appropriation of an additional half-sheet to that branch of the Journal, which we shall make every effort to bring up. Thanks to the ability and intelligence of our valued Correspondent at Portsmouth, in particular, we have succeeded in rendering this receipt of direct intelligence, alike useful and entertaining; nor shall we spare any pains to make our Correspondence from the Ports and Stations still more worthy of attention and favour.

The late receipt of N. C.—'s note, prevents our replying with due accuracy this month. We shall be happy to do so, (if the matter, as we suspect, be not a state secret,) in our next, should it not be too late for N. C.—'s purpose.

Very many Contributions and a great mass of Correspondence are in type, or under consideration.

SIR WALTER SCOTT.

It would ill become the *United Service* of Great Britain to be silent when the general voice of the civilized world is raised to applaud the life and consecrate the memory of Sir WALTER SCOTT. It would ill become the profession of arms, whose pursuits and prowess in all ages he has so vividly portrayed, and held up to a chivalrous emulation, to seem heedless of the honour of contributing to that national fund designed to preserve the sacred site of Abbotsford, with all its witching associations still rife and undefiled, to the Bard's descendants for ever.

However various the works of Sir Walter Scott, however intense and wide-spread their influence, they appealed to and were appreciated by no class more forcibly and keenly than the members of the *United Service*. The knightly bearing and martial pageantry of the Romantic Ages—the more bluff and bitter combats and cabals of the Covenant and Commonwealth—the desperate ventures, crafty manœuvres, and daring conflicts of Smuggler and Pirate—finally the revolting drama and sanguinary wars of the French Revolution, and the history of its hero—

The Desolator desolate,
The Victor overthrown—

all has been stamped by a master-hand, riveting alike the interest and admiration of sailor and soldier.

The immortal attribute of genius, the “*mens divini*or,” is said to be too frequently alloyed by the base metal of mere mortality; and instances, modern as well as ancient, are not wanting to attest the general application of the rule. Was there aught in the character or the actions of Sir Walter Scott to clog the aspirations of his mind, or belie the elevation of his sentiments, the soundness of his principles, or the excellence of his heart? No. Every act and word, spoken or printed, bespoke the man of sense as well as genius; and he was as good as he was gifted.

No writer, since Shakspeare, has been so universally and deservedly popular; none that has exercised so free and excursive a pen has produced so much that is excellent—so little that invites censure or incurs indifference. The literary progeny of British Scott vies in *number* with the seventy-fold offspring of French Voltaire,—but here the parallel ends; the *qualities* of each family aptly represent their respective nations, without disparagement, we trust, to the Land of the Author of Waverley.

Our Comrades are doubtless aware that it is proposed, by means of a national subscription, to secure to the family of Sir Walter Scott the well-known and now hallowed residence of Abbotsford, which has been in danger of alienation to meet the claims of Sir Walter's creditors. It was to discharge these involuntary debts that he laid down his life, overborne by labour and anxiety.

To the mind which thus “o’er informed its tenement of clay,” we, in turn, are all deeply indebted. Let us at least record, if we cannot repay, the obligation, by inscribing our names upon the scroll of the redeemers of ABBOTSFORD.

PROPOSED EXPEDITION TO ASCERTAIN THE FATE OF CAPT. ROSS.

WE have not been amongst the last to advocate the propriety and the means of ascertaining the fate of Capt. Ross and the gallant expedition which left our shores, more than three years back, for the purpose of attempting the North-west Passage. Indeed, we have reason to believe that a suggestion on that subject, which appeared in our pages, has not been without weight in promoting the plan now actively set on foot for carrying into effect an expedition for the purpose above stated. That we most cordially concur in this project, it is unnecessary to add; and we earnestly recommend and invite the members not only of the naval but of the military branch of the *United Service*, to co-operate, both by their influence and subscriptions, in the accomplishment of a design, which, in such a case, assumes the character of an imperative duty. We add the following details for the information of those who take an interest in this expedition:—

“The object of this expedition will be to penetrate across the territories of the Hudson’s Bay Company to the shores of the Arctic Sea, primarily to ascertain the fate of Capt. Ross, who, it is well known, has not been heard of since he sailed in a steam-boat three years ago, with the view of thus effecting a north-west passage to the Pacific; and, subordinate to this object, to extend our knowledge of those shores—in particular, to endeavour to fill up the interval between Cape Turnagain (the eastern limit of Sir John Franklin’s discoveries) and the Straits of the Fury and Hecla, where Sir Edward Parry was stopped by the ice, when attempting to penetrate to the westward along the coast; or, should these prove, as some imagine, merely the entrance of an inlet, to determine where else is situated the north-eastern extremity of the American continent.

“The hopes entertained by Capt. Ross’s friends that he and his companions are still alive, and may be extricated from their critical position by efforts yet made for their relief, are founded, partly on the extent of his preparations, which were calculated to meet his wants for three years,—partly on the amount of stores which, it is presumed, he would find untouched in the wreck of the *Fury*, abandoned by Sir Edward Parry, in 1825,—and partly on an account (given by Hearne, and quoted by Mr. Barrow in his *Chronological History of Arctic Voyages*, pp. 276-8,) of the fate of the crews of two Hudson’s Bay vessels, who were cast on shore on Marble Island in 1719, and of whom it was ascertained, afterwards, that some survived nearly three years.

“Capt. Back, R.N., one of Sir John Franklin’s companions in both his journeys, has volunteered to conduct the expedition, the plan of which was originally sketched by Dr. Richardson, and has been since carefully revised and re-considered by both these able officers. The party will be forwarded early in February next to New York; whence it will proceed, by way of Montreal, to Great Slave Lake; and descend the Fish River as early as possible, probably in August. But two seasons, at least, will be requisite to execute the service in any degree satisfactorily; and, in every case, the scale of operations, their extent, continuance, and ultimate success, will mainly depend on the means obtained for their execution.

“Subscriptions towards the Arctic Land Expedition are in course of being received by some principal bankers in London, Edinburgh, and Dublin; and the amount will be placed under the control, and administered under the sole authority, of a Committee of Noblemen and Gentlemen, who have signified their willingness to accept the trust.”

THE FRENCH AND GERMAN ARMIES AT THE COMMENCEMENT OF THE
REVOLUTION WAR, AND AT THE PRESENT MOMENT.

γὰρ ἡ δόξα ἀλλήλοισι φρεσὶ θυοί,
οὐδὲ τί οἶδε νοησαὶ ἄμμι προσσῶν καὶ σπύσσων,
δῖππος οἱ πάρα τήυσσι σοοὶ μαχέσωνται Ἀχαιοί.—Il. Bk. I. ver. 342.

"Nor can the madman in his phrensy see the future in the past, nor the Greeks fighting beside their ships."

At a time when every moment is likely to bring us accounts of a collision having taken place between the French and Prussian armies, it may be as well to show, that no conclusion as to the ultimate result of the contest can be safely drawn from the impressions generally entertained of the early events of the Revolution war. It is now far too much the fashion to think, or to say without thinking, that, because the French were successful against the Germans in the early campaigns of the late contest, they must necessarily be successful again, though a just and accurate investigation would lead to a very different conclusion. But to trace the stream of events back to its fountain-head, in order to ascertain whether the results, appealed to sprang from inherent and permanent causes—certain, in case of hostilities, to produce their like again,—or whether, on the contrary, such results arose from circumstances and a state of things so different from any existing at present, as to place all comparison entirely out of the question,—is an inquiry into which neither "my pensive public," nor those who furnish it with a daily portion of thought, are at all likely to enter, thanks to the presumption of one party, and to that impatience of labour in the search of truth, which distinguishes the present period fully as much as the age against which Thucydides originally brought the accusation. I shall attempt, therefore, to offer a few brief remarks on the subject, with a view to show that any contest which may now take place between the French and German armies must, in all probability, lead to the total discomfiture of the former—that is, always supposing that something like equal justice is done to the troops by their respective governments and commanders; for none can know better than we do in this country, that the best troops in the world may be sent and led to certain defeat.

The French Revolution war found the Prussian system of tactics firmly established in all the European armies; and in full reliance on its excellence, without considering that the mode of its application might go for something, and that the genius of its founder had given it a moral force which, in a great measure, supplied its deficiency of physical strength and consistency, the allied leaders took the field against the new republicans; and the first encounter seemed, indeed, to justify their most sanguine expectations, for Dümoutriez tells us, that, shortly before the action of Valmy, 10,000 of his men fled with precipitation at the mere approach of a few Prussian hussars. In order to account for the change that followed, we must here take a brief view of the state and composition of the troops of the contending powers, as well as of the sort of spirit by which they were respectively animated.

The German armies were still composed, at the period of which we

are speaking, of men raised partly by a vicious and antiquated system of conscription, which had degenerated into a mere source of corruption, and partly by recruits enlisted with, or rather kidnapped by, the aid of the money received by the captains of companies for the discharges of the best and most respectable men, and for the furloughs regularly sold to the most trustworthy of those who remained. And in armies where the regular pay of the officers was but small, and where promotion went by seniority or interest only, it was natural for those captains to make as much money by this traffic as possible, and, provided they had the requisite number of men, they were not very scrupulous as to the quality. In all the German armies the captains of companies were, in those days, comparatively wealthy. In the Prussian service a company of infantry was worth about 800 dollars a-year (nearly 200*l.*), an enormous sum for the time and country, and an ample proof of the value of the entire system.

The machine also in which these men were trained and treated was worthy of the manner in which they were raised. Their system of tactics we know, for we follow it even to this day; but the length and severity of their drill, (called *scheren* by the soldiers,) to obtain needless mechanical precision in the performance of movements that were absolutely ridiculous; the endless and vexatious minuteness of useless duty (*kammaschen-Dienst*), together with the constant repetition of corporal punishment, inflicted with inhuman severity by order even of the youngest subalterns, and emphatically called *schinden*, or flaying, by the unfortunate sufferers, was more than sufficient to crush every generous and elastic feeling of the heart, every mental and bodily energy, and to reduce the soldier to the mere worthless trigger-pulling machine of theoretical tacticians. The very dress of these miserable beings was martyrdom; and as their pay was barely sufficient to keep soul and body together, while in the service, and as they were left totally destitute in their old age, the profession was naturally looked upon with dread by all who were liable to serve, and with hatred and aversion by all who were in the ranks. Measures of the utmost severity were necessarily adopted to prevent desertion. As soon as a soldier was missed, guns were fired and the bells were tolled as a signal to the peasantry to search the country, and woe to the man who harboured, or even concealed any knowledge of a deserter. As mutilation was punished by many years' imprisonment, or by hard labour in chains on the fortifications, suicide became at one time so common in the Prussian army, that the eloquence of the pulpit was, by royal order, called in to check the melancholy practice. The most of the captains, and many of the subalterns of these armies, were, for their rank, old men without experience, the very worst description of officers; for they had lost the hope, spirit, and buoyancy of youth, so necessary to all subordinates in the trying profession of arms, without having had the means of acquiring any useful knowledge in exchange. The field-officers, when not very old men, who still dated from the seven-years' war, were mostly persons promoted in consequence of superior influence; and, as is too often the case in our own country, with a general disregard to professional merit. The hosts so composed and officered—for all the German armies were formed on the Prussian model—were commanded either by old generals who had served under or against Frederick II.,

or by young princes who, owing to a thirty years' peace, were necessarily destitute of experience, and whose knowledge was confined to what they had witnessed at the Potsdam reviews; for the military renown of Frederick was at that time so overwhelming, as completely to crush beneath its weight every military thought and idea not to be found in his book or regulations; yet that very Frederick had ruined, before the end of his reign, the national spirit which animated the army when he ascended the throne, and alone gave strength and value to the system of tactics which he adopted and followed. Events have amply shown, that none of all the individuals thus advanced by favour, were equal to the task entrusted to them; and though the Archduke Charles seems to form an exception, we shall see, when we come to the subject of modern strategy, that must follow the essay on tactics formerly published in this Journal, that his reputation, though not altogether undeserved, has still been greatly exaggerated. The present Duke of Cumberland commanded at that time a regiment of light dragoons, and it is due to a prince, on whom the base and despicable spirit of party has heaped more foul and false abuse than on any other living individual, to say, that general opinion in the allied army pointed him out as one of the most gallant, promising, and enterprising officers of the day; and one who, under happier auspices, might have risen to the highest distinction.

From an army so commanded and composed, which was never very numerous, and was, besides, supplied by a commissariat worse than useless, no very brilliant actions were to be expected; still the very circumstances of strife that relieved the men from the ordinary routine and suffering of peace duty, and, to a certain extent, struck off the shackles that a false system of discipline imposed on the natural bravery of the German soldier, led to the performance of actions, that, if properly followed up and improved, might have brought about the most decisive results. But the confidence of the leaders sank before the first obstacles, just as the spirit of their men was rising; and the individual courage of the soldier will effect little, when not properly backed by the mental courage and spirit of enterprise of his commander.

Let us now look on the other picture. The French, whose officers had emigrated, and whose regular army had, in a great measure, disbanded itself, had only numbers to oppose to the pipe-clayed, powdered, and well-drilled armies of Germany; but these numbers were at first inspired with the idea of fighting for liberty and the independence of their country. The total disorganization of the army made the men naturally fall upon the mode of fighting most congenial to their character and disposition. The absence of officers left the doors of honour and preferment constantly open to merit and enterprise; whilst enthusiasm early found remedies for every deficiency. The commanders too, knowing that their lives depended on success, were neither scrupulous nor deficient in boldness, and spared not the men whom a ruthless system of conscription, backed by the guillotine, sent in thousands to the ranks. Numbers so inspired, and not unfrequently aided by skill and acuteness, were of course more than a match for the miserable system of tactics, on which the allies had alone founded their hope of success, and which, as it proved, they did not even know how to use. Inferior in cavalry and artillery, the French placed their principal re-

liance on infantry; and, unable to move with the regularity of their enemies, they formed large masses covered with *tirailleurs*; they wisely avoided the open country, fought only on broken ground, and in villages, where their peculiar mode of warfare and the natural intelligence of their men told to the greatest advantage; or they arose from their defeats with renewed vigour,—gained victories in their turn,—and none are more elated by success than the French. The allies, astonished at this new system, of which no mention was made in “the Book,” committed the great fault of meeting the French on their own terms; and instead of availing themselves of the advantages they might have derived from the discipline of their infantry, and the superiority of their cavalry and artillery, they fell into the *tirailleur* system of their enemies, in which the latter had, from the very circumstances that brought them to the field, the most decided advantage.—One example of the consequences of this kind of conduct will be sufficient.

The plan agreed upon for the campaign of 1794 was that the allied armies should, after the capture of Landrecy, unite in front of that town, and march directly upon Paris. This was arranged under the natural supposition, that the French armies would interpose and risk a battle for the safety of their capital: the allies expected, not without some show of reason, to conquer, by a proper application of their superior cavalry and science in a country generally flat and open. A French army that attempted to raise the siege of Landrecy was defeated, the place was taken, and everything promised fair for the prosecution of the enterprise. But the republicans, instead of uniting for the defence of Paris, divided, and, under Jourdan and Pichegru, invaded Flanders; whilst the allies, so far from following up their well-conceived plan, and marching straight upon the capital,—which would inevitably have caused the recall of the French armies from the frontier, and would, after all, have placed the issue, as intended, on the event of a general action,—instantly broke up for the protection of Flanders, and allowed themselves to be involved in a war of parts and detail, in which they were as frequently defeated as victorious. I am not among the great admirers of the late Duke of York, and have certainly no particular reason to speak in his favour, but it is due to the memory of his Royal Highness to state, that he strongly opposed the relinquishment of the original plan of operations, and it is now more than probable, that, had his advice been followed, the battle of Waterloo might have been fought some twenty years sooner. To enter into any detailed account of the events that followed would very far exceed the limits of the present paper; it is sufficient to say that the allies were constantly pressed back, more indeed by the constantly increasing number and restless activity of their foes, than by any defeats they sustained in action; for on the mere field of battle, if the scenes of a constant succession of indecisive skirmishes can be so termed, the Germans were, perhaps, more frequently victorious than defeated, but their success led to nothing, while their enemies gathered strength and confidence from every advantage.

It must also be allowed, that these first republican armies were, in spirit, composition, and honourable feeling, far superior to the best of their successors; and old French officers, who served in the campaigns of 1793 and 1794, and afterwards rose to rank under Napoleon, still

speak with more respect of these early soldiers of the revolution, than of the Imperial Guard itself. The name of a private soldier, *De la Tour d'Auvergne*, is a voucher for his comrades.

The generous enthusiasm inspired by the dreams of liberty could not be expected to out-last the delusion to which it owed its rise; and we consequently find the republican armies of the second period composed of far inferior and less respectable materials, but, owing to the experience already acquired, far superior in organization and skill, while their enemies had gradually lost confidence in themselves, their fortune and their leader; and had also greatly diminished in numbers, for Prussia and the states of northern Germany had altogether withdrawn from the contest, leaving Austria, aided only by a few feeble Italian allies, to fight the battle by land: the English confined all their exertion to the naval war. Experienced, organized and confident numbers continued to obtain over diminished, disheartened, and ill-commanded opponents, the same advantage their predecessors had gained by enthusiasm; and though the Austrian soldiers still fought, to a certain extent, with creditable bravery, an idea, nevertheless, sprang up, and was far too prevalent in the ranks, that it was vain to contend against the French, as their revolutionary armies were intended to perform some great marvel or other, though no one could well say in what the wonder was to consist.

The vanquished thus consoled themselves with the idea of having yielded to fate; and Napoleon, parodying the great son of Ammon, actually set up as the organ of destiny, and the charm, which the roar of universal laughter should have dispelled, performed wonders: first-rate fortresses surrendered without firing a shot: armies superior in the field, and with every advantage on their side, resigned the countries they were ordered to defend, while others, exceeding even what had, till then, been deemed the utmost conceivable point of military degradation, laid down their arms in open field and within sight of their own strong holds. When Hamelen was to be surrendered, as usual, without firing a shot, the men indignantly refused to obey their officers, and it was necessary to bribe and deceive them into submission.

These events tell only against the German commanders, for in actions the soldiers always behaved well, nor were they, in the course of their numerous defeats, ever driven fairly out of the field: but there was in all ranks so complete a want of energy and confidence, that entire divisions, who had fought bravely and even successfully on one day, dispersed or laid down their arms on the next, and such was the wretched condition of the private men, that the latter practice was, at one time, actually ascribed to the superior comfort they enjoyed as prisoners of war in France.

Just as the numerous and disciplined armies of the Directory had derived strength from the generous but mistaken enthusiasm of the first warriors of the republic, even so did the fierce, ambitious, well-organized, and spoil-breathing myriads of the empire derive their boundless confidence in themselves and their leaders, from the success of their own immediate predecessors. Even their cavalry, uncongenial as that service is to the artificial and anti-equestrian character of the French, became formidable from experience, numbers, and a spirit of enterprise: for cavalry always improve in war, as the knowledge they derive from

practice, is greater, in proportion, than the loss they sustain by the casualties of the field. With what success these formidable bands were hurled against intimidated foes, who, like the wounded Curiatii, came successively, and not simultaneously, into action, is fully known.

Continental Europe had almost sunk beneath their efforts, when the spell of their invincibility was suddenly shattered against the iron ranks of British, and thousands were marched, by the folly of their leader, to perish beneath the frozen snows of that very Russia, whose soldiers they had so often and so bravely overcome. The long-forgotten spirit of patriotism then sprang up in Germany, where the overwhelming disasters of 1806 and 1809 had given rise to a better system of military organization; and it was soon seen, that, whether man to man, or mass to mass, the Germans were the better men: for the victories they gained, though still badly followed up by all but Blücher, were, on the field of battle, far more decisive than any the French had formerly obtained. The waves of the Katzbach roll over, and the turf of Waterloo now covers, the last *prestige* of the unconquerable superiority of French soldiery. Laon and Leipzig are proudly, held up against Wagram and Jena; all false illusion has vanished, and the two hostile nations confront each other in fierce opposition, with equal tactics and arms, and having to seek for victory only in the superior military qualities they may be able to bring into the field. And does not history, when fairly considered, show, that from the time of Ariovistus down to the taking of Paris, the preponderance of these qualities has invariably been in favour of the Germans? In strength, stature, and athletic exercises they far surpass the French; are fond of, and skilful in the use of arms; are good horsemen, and naturally attached to a military life, having generally also great talents for war—advantages against which their enemies will have nothing to oppose, if we allow both to be equal in personal courage: a point that no one will attempt to decide against the Germans. The French, as a nation, certainly love the *éclat* of military glory, but the lower ranks of the people universally dislike the profession of arms and the toils of war; and though I readily admit that, when *forced into* the ranks, they shrink neither from fatigue nor danger, they never, by any accident, enlist of their own accord. During the most brilliant period of their military supremacy under Napoleon, a substitute to replace a conscript drawn for service could not be obtained for less than five or eight hundred pounds sterling; whilst in England the bounty to recruits never exceeded twenty guineas. And just before the present *levée de boucliers*, when peace was the order of the day, it required from 1500 to 2000 francs, (from 60*l.* to 90*l.*) to obtain such a *remplacant*, though the general complaint from Dieppe to Paris was, that “*Le commerce ne va pas, on ne gagne point d'argent.*” In Germany, a hundred thousand prime men might be raised for a popular service,—like our own, for instance,—in the course of a month, and that for the trifling bounty of four or five guineas a man. And, judging from the past, what is likely to be the result? The enthusiasm of the first republican armies and the boundless confidence of the imperial bands have long since disappeared, without leaving a single vestige or substitute in the ranks: and though I confess, that I lately found the French troops in much better order than I had anticipated, yet were the men small, ill-looking, badly-set up, and

in their movements loose and unsteady, even for Frenchmen. The cavalry in and about Paris, though probably the best, was not well mounted. I had no opportunity of seeing them move, but they were individually bad horsemen, as Frenchmen naturally are, and evidently instructed on false principles of equitation. Of the artillery I saw nothing, but understand, that, like the German artillery, it is now completely formed on the English plan—times, it seems, are changed. The French themselves term all these troops *superbe et magnifique*; but then, if we take a Frenchman's word, what is not *superbe et magnifique* in *la belle France*?

The German troops are now raised, like the French, by a conscription, that places every man at the disposal of government; but the former have so far the advantage, that their system reduces the whole male population of the country to a well-organized reserve, constantly ready to keep up, and to reinforce the armies in the field. The consequence is, that those armies are at this moment composed of men, who in strength and stature are far superior to the French; they are also well set up, have a bold, confident, and soldier-like appearance, and are, in truth, the Prussians in particular, animated with a spirit of hostility against their former foes, which, if skilfully used, may lead to tremendous results. The German cavalry are particularly fine; the horses in general are equal to the weight they have to carry (if cuirassier horses ever can be so), are in good condition, and rode by men who understand and enter into the full spirit of cavalry service, as was amply proved by the horsemen of the King's German Legion during the late war. Such cavalry is the most formidable arm of bold and enterprising strategy: feeble, and next to useless, under the timid and wavering generals who commanded the allied armies during the early revolutionary campaigns, it became the "ocean's flood," when Blücher said "forward!" and the dauntless spirit of that one old man still hovers over the country he loved so well, again ready, in the hour of danger, to nerve the arm of thousands.

In the positive branches of military science, the rival nations may be considered as pretty nearly upon a par, but in that general knowledge and information that tends so much to the efficiency of all ranks of officers, the German officers are incomparably superior to the French: the former are mostly men of family, education, and polished manners; whereas, in the junior departments of the latter, these advantages are but rarely found, nor very frequently, indeed, in the higher stations; as an affectation of military fierceness seems throughout to be generally received as a sufficient substitute.

Unless Fortune, at whose disposal the delectable system of modern tactics has long since placed the events of war, again chooses to interfere most effectually, we may safely say, "the battle will be to the strong, as the race should be to the swift."

J. M.

SKETCH OF THE MILITARY AND STATISTICAL POSITION OF PRUSSIA.

FROM THE NOTES OF A BRITISH OFFICER.

“C'est le devoir de toutes les puissances de l'Europe de conserver l'équilibre de l'Allemagne, car si on le déränge, la force du pays et sa situation le mettront en état de troubler la paix de l'Europe entière.”—*La Manifeste de Catherine II.*

SINCE the congress of Vienna and the definitive treaty of Paris, Prussia has resumed her ancient and dignified station among the great nations of Europe; and her military force has gradually increased, until it has received the utmost development in the present perfect system of organization.

The policy which has dictated that the population shall be subject to the law of conscription, and that the period of three years' service shall be obligatory on all, has infused, or rather resuscitated a martial spirit, which pervades every thought and action. In Prussia, therefore, we now behold, not only an army of veterans, but a nation of soldiers.

The geographical limits of the kingdom have extended with successive treaties and conventions, till her rule is acknowledged from Aix-la-Chapelle to Königsburg. In a country so diversified, and which has passed through so many political changes, we could as little expect unanimity of sentiment on political matters, as an uninterrupted scene of fertility and wealth. The Rhenish provinces submit to the rule of Prussia, rather as a matter of necessity, than choice. Dissimilar in their habits and inclinations, they respect as little the memory and fame of Frederick the Great, as they do Joseph II. The laws which guide the judicature are the same as were in force during the empire,—the Code Napoleon. Yet in these districts there is little deviation in opinion, and they seem to infer that their interest and prosperity are deteriorated by their annexation to the crown of Prussia. Each contribution made westward of the Rhine is paid with reluctance, and they argue, doggedly, that they are taxed to make up for the defalcations of the Pomeranian and Silesian provinces. Attachment, indeed, or patriotic sacrifices, are not to be expected from a people who, however equitably governed, have not participated in the honours or rewards of the subjects of the hereditary states of the House of Brandenburg. Many of the inhabitants of these provinces have served, in their youth, under Napoleon, and the brilliant achievements of his reign are more in accordance with their feelings than the solid triumphs of the “Liberation War.”

Having been at all times the arena of contest, alternately overrun by contending armies, the honour and services of this people have been available to the conqueror. The Prussian princes have been celebrated for the care and solicitude bestowed on the agricultural and commercial interests of the country; yet these districts do not enjoy so extensive a degree of prosperity as we might suppose, considering the encouragement held out by the tariff of the convention for the free navigation of the Rhine: the chief articles of export being wine and timber, the other commodities are trifling in quality and value.

The picturesque and navigable Rhine presents little that gives the idea of active industry and substantial profits; but poverty, and a degree above it, are constantly the objects of notice;—except, indeed, where pleasure or health has attracted a temporary residence, and thus

gives a precarious livelihood to the few, and localized for a time a fictitious wealth. For these reasons, the influx of travellers and invalids is nearly as much a matter of concern as the harvests and manufactures.

In viewing the Rhenane provinces throughout so much of their extent as belongs to Prussia, we must dismantle them of the graceful robe with which the tourist so fondly decorates them—

“ Which now shows all the beauty of the sun,
And by-and-by a cloud takes all away !”

The turreted château, or castellated ruin of the “ middle ages,” is only the ideal habitation of the romancer ; and a picturesque village is not to be magnified into a mart of industry.

The dirty and ruinous city of Cologne has more the semblance of a commercial mart than those which we afterwards visited, from the facility of communication with the great emporiums of Holland ; but this city is crowded with a poor and filthy population. The university town of Bonn has little more to boast of than its shady walks and well-cultivated environs ; beyond these it claims nothing from being placed so conveniently for extensive traffic. The wine trade of Coblentz is most considerable ; and as the Moselle unites its stream to the Rhine at this city, so it conveys the produce of the vineyards, which is floated down to the point of export.

Few of the proprietors of the merchandise are residents ; and the cultivators are more frequently the hereditary tenants of the soil on immoderate conditions.

Mentz or Mayence, a fine city of the Confederation, has every advantage that nature can bestow ; the country round is rich in the extreme with vineyards and grain ; the plain of the Rhine,—*la campagna d' oro*, as it has been appropriately designated from the richness of the prospect,—lies on the right bank, and the most valuable vintage is the produce of its vicinity. Here the Maine mingles its sluggish waters, and large flat-boats may track their course to the great commercial city of south-western Germany.

Mayence, with so many recommendations, has comparatively little activity or occupation for its inhabitants, beyond what is offered by the limited duration of the vintage. The water-mills, the rafts of timber from the Upper Rhine, and the wine trade, are the chief sources of employment.

I have mentioned the four principal places of commercial resort, including Mayence, which is little less than *de facto* Prussia,—having the same laws of navigation, the same encouragement to multiply the advantages which local circumstances give them ; but the inhabitants are essentially indolent, and content with the mere necessaries of life ; or, at least, they seem disinclined to make any active exertion to improve their condition. They differ so much from the Germans east and south of the Elbe, that one might fancy them the descendants of the adventitious tribes who were the ripuary population westward of the Rhine, in the time of Germanicus, and to whom the hero Arminius, in his speech*, alludes contemptuously, as the pusillanimous slaves of the Roman provinces.

The contrast offered on the Elbe gives a more favourable view of the industrious habits and commercial activity of the subjects of the

* Tacit. Ann., lib. ii.

hereditary states. Between Hamburg, Magdeburg, and Berlin, there is a constant trade of great importance to the kingdom; and the Elbe, the Havel, and the Spree, are the conduits of an extensive and lucrative traffic.

The improved condition of the country is forwarded by every means the government can devise, and the people are not slow to reap the advantages thus proffered. The duchy of Mecklenburg has a highly cultivated and flourishing aspect; there is a neatness about the towns and villages, which implies much as to the comfort and independence of the inhabitants.

From the time of the Great Elector to the present monarch, the welfare of their subjects, and the improvement of those arts most useful in life, have honoured the reigns of these distinguished princes. From the Oder to the Elbe extend the hereditary states of the House of Brandenburg: sand pervades the whole surface of the country, baffles the efforts of the husbandman in a lesser or greater degree, and the uncompromising soil gives but a slight return for unremitting labour, with all the assistance of art. There are portions naturally fertile and well-cultivated; the valleys of the Havel and Spree have a happy and cheerful appearance, amid woodland and verdure: here the chief part of the industry, ingenuity, and prosperity of the kingdom resides.

Leaving the sandy soil where the fir-tree, that inhabitant of the desert, is the only ornament, we may hastily view the provinces which the treaty of Breslaw and the partition of Poland secured to the kingdom of Prussia. Pomerania and Silesia are not considered remarkable for fertility, except along the valley of the Oder. The acknowledged state of society is little above pastoral simplicity; and a scattered population gains from the reluctant soil a scanty pasturage and a stunted grain, which form the produce of the land. The vicissitudes of political events have diverted the demand for articles of commerce to other countries. The provinces verging on the Baltic have the varied prospect of cultivation and waste. But from Thorn to the mouth of the Vistula, embracing the duchy of Posen, the alluvial soil of the banks returns a rich and an abundant produce.

I have here given but a brief and rapid sketch of the principal portions of the Prussian monarchy; but in referring to the statistics of the country, I wish to bring to the recollection of the reader, that with such comparatively small natural resources, that imposing attitude in Europe is maintained by Prussia, with a regular army of one hundred and sixty thousand men; besides a militia, called *Landwehr*, to an equal amount, is clothed, armed, and appointed, from the royal treasury. The tax which is paid for so noble a purpose is met cheerfully by all between the Rhine and the Vistula; the contribution being alleviated by the reflection, that their fine army, which is at once their honour and their pride, is unrivalled.

An able writer, of the last century, (le Baron de Riesbeck,) has remarked,—“Le roi de Prusse et son père ont trouvé la solution des trois problèmes politiques les plus difficiles, et l'histoire ne nomme personne qui ait su les résoudre aussi universellement. Ils ont fait d'un peuple paresseux, prodigue et stupide, un peuple industrieux, actif et intelligent: mis en valeur un pays totalement négligé par la nature; et ils ont mis une petite nation en état non seulement de surmonter dans un moment favorable toutes les forces combinées des plus puissantes monarchies

d'Europe, mais encore de pouvoir se mesurer en tous temps avec chacune d'elles."

So long as patriotism and valour are thus nurtured, the King of Prussia may repose with confidence on his loyal subjects eastward of the Rhine, for the integrity, stability, and glory of his crown.

Montesquieu justly observes—"Plusieurs choses gouvernent les hommes : le climat, la religion, les lois, les maximes du gouvernement, les exemples des choses passées, les mœurs, les manières ; d'où il se forme un esprit général qui en résulte." Nothing, perhaps, is more diversified than the political sentiments of the Germans ; they change with every class of society, and with every rank, until they wholly disappear. I have already implied that the Rhenish provinces and the south-western portion of Germany are tinctured with the "liberal" principles of France and her servile imitator, Belgium, yet, as a whole, without any distinct notions of government. The ministers differ from the professors, who are essayists ; they from the students, and these again from the body of the people. The first would wisely adhere to the known principles of legislation, with such occasional alterations as time and necessity may suggest, for a people neither impatient under the present system, nor over anxious for political change. The second contend for an uncontrolled expression of opinion, literary and political, with a form of government such as their classic pursuits accustom them to believe is the most elevating to the human mind and character. The third profess a sort of idealism, which an excited imagination, in the absence of observation and extensive intercourse with society, fancies it possible to carry into practice, forgetting how necessary it is that the polity of a nation should be adapted to the genius of the people, their habits, their pursuits, and, above all, their extent of information and moral responsibility. The fourth, the lower and labouring class, cannot be said to have any political opinion ; and it may be truly averred, they neither care nor seek for a change ; tobacco, beer, and the ordinary subsistence, supply all their wants, as they gratify their desires.

Reading and writing not being very general among the lower orders, there is a very moderate inclination towards those acquirements which nourish such a continuous and multiform theme of controversy in more western countries. However, the rising generation, from the seminaries, are sufficiently precocious, and, in their own opinion, qualified to lead a change in the condition of society. To judge of the common people by the essays very frequently published is not to know their actual situation ; such effusions are only descriptive of the smaller portions of any of the states. First, it would be to suppose they are capable of estimating their actual condition, and contrast it with the good proposed for them by the philanthropists. Secondly, that they are a reading and reflecting people on matters of policy and civil institutes. Thirdly, that there is such a diffusion of wealth as to admit of their employing their time on such considerations—postulates that cannot be admitted. Some few there are who overtop the general level of society, but for a whole people information is of slow growth, and then much depends on their aptitude for receiving it. It is said that the Westphalians adhere by preference to their ancient customs ; and the anecdote of their pulling down a fine statue of the Emperor Napoleon, to replace it by a deformed one of the Elector Frederick, is highly characteristic of their prejudices and taste.

Frank, generous, and loyal, the Prussians consider the benevolence of his Majesty a safeguard for their political welfare. A country, like Germany, cut up into so many principalities between the Elbe and the Alps, each having its own particular interest, prosperity chequered, and the internal commerce, if we except four or five places, languid, we cannot suppose any great change required in the laws restrictive of the press until these petty states are blended into one. The electorates sprang up from the ruins of the empire of Charlemagne; and it would appear they have been productive of little good. The number of principalities prevents the general circulation of improvement; the local money, the imposts, the prohibitory duties of *each* are known to the least observant; the money is depreciated or valueless beyond the limits of the narrow territory; a court is requisite to the dignity of each; and this localization of interests has impaired the march of industry more than anything else. However, we can scarcely constitute ourselves judges of the happiness of others, unless under our protection.

Prussia is considered the best governed country of Germany, and the general tenour of her institutions more analogous to the character of the people. Stern and warlike as her policy is, yet it is confessed to be just and honourable. The jurisprudence of the country is administered with equity; and the federal states, dependent on the Crown, have the Code Napoleon. The amiable character of the King, and his watchful guardianship of the nation, are fully appreciated, while the progressive intelligence effectuated by means of seminaries for the instruction of youth, says much for the extension of elementary knowledge. The liberty of the press has always been a matter of serious consideration in Germany. When limited to make known public grievances, to suggest improvements, and to give an acquaintance with the great interests of the country, its beneficial consequences are obvious. But it may also become the medium of disseminating very different and dangerous doctrines. It might be asked, Does the actual condition of the Germans demand this enfranchisement of thought? Accustomed as they have been for ages to a pure monarchical system, it would be long before a representative form would be appreciated—no more than the manipulation of Phidias would be esteemed and respected, by a Vandal.

The arts and sciences have always received the most liberal encouragement in Prussia. Genius has not been repressed, as the numerous great men of the country testify. The censorship then has only been active in suppressing reflections on the existing civil institutes, where the law and authority were both brought into contempt, and perhaps the projected plans of the writers might be as delusive as the fabled apples of Asphaltes. Much has been said of the arbitrary intervention of Prussia in the Germanic Diet; but it ought to be recollected that every sentiment imported from France is at variance with the policy of the cabinets most interested to preserve the integrity of their dominions from civil commotion. The two nations are as dissimilar now as they were in the days of Cæsar or Tacitus*. Whatever innovations time or circumstance may introduce, the steadiness of the German character is their best conservative against the sanguinary violence which marked

* *Bellum Gal., lib. vi. Tacit. Ann., De Germ.*

the French revolution of the last century, or the feuds which characterised Italy after the fall of the Roman empire.

I cannot avoid observing, that it would be as erroneous to judge of the reading world of Germany by the famous fair of Leipsic as to decide on the opinions of the universities by those of Heidelberg. From the cheapness of printing, paper, and publishing, all the literary characters of the east and north of Europe flock to Leipsic, as the point of attraction, when they wish to produce a work, scientific, historical, or dramatic. Books in every known language are to be found in this great mart of literature—from Shakspeare, in a prose and verse translation, to the poems of the King of Bavaria, in the vernacular and Latin costume; nothing can be too great or insignificant. The number of countries to be supplied with publications at a low estimate accounts for the immense book trade of this city.

It is generally admitted, that the political creed of the Universities collectively has no uniform point of direction. Heidelberg differs from Berlin, Jena from Göttingen. There is no enlarged or comprehensive view for the general good, but rather a separate or particular interest. When the students take leave of their professors and books, a place under government directs their attention to another system of political ethics; or, should they become merchants, the stability of traffic, the increase of gain, are the absorbing and neutralizing motives of conduct*.

The military attitude of Prussia on the western frontier is in the highest degree imposing—guarded by the fortresses of Luxemburg, Ehrenbreitstein, and the citadel of Mayence, the six forts included within the *rayon* of Coblenz, the fortifications named in the article of convention attached to the treaty of Paris. Tracing the line of demarcation as it departs from the point where the Waal branches from the Rhine, and continuing on the north-western limits of the secularised bishoprics touching the confines of Holland and Belgium, the positions from Aix-la-Chapelle along the frontier of Limburg offer a series of points for the easy passage of the Meuse of great military strength; while the whole country in the rear affords much facility for the concentration of troops in any given direction within the line.

Observing the valley of this river, the line of demarcation curves round the Grand Duchy of Luxemburg, and ascends the departments of the Saar and Moselle, forming points of operation at the confluence of these rivers, including Treves and Saarlouis, almost in sight of the garrison of Thionville.

The fortress of Luxemburg, garrisoned by Prussia as a member of the Germanic confederation, is a place of the utmost importance in all military operations. The duchy is intersected by mountains, the gorges of which are easily guarded on the Prussian side. Saarbruck is the salient point on this line, and from thence falling back, it rests on Coblenz, where the famous fortress Ehrenbreitstein overlooks the city, and commands the adjacent heights on the right bank, with upwards of four hundred pieces of cannon. Forts Alexander, Blucher, Francis, and

* The distinguished Professor Wolff mentioned to the writer of these pages, that the students heard lectures on the British constitution and Blackstone's Commentaries, to direct their minds on practical notions of civil liberty. The learned Professor has long been known as one of the first men in the literary world; he now resides at Jena.

Wellington, with detached redoubts, form a chain of defences which sweep in a curve from the eminences above the town on the left bank to the plain beyond the Moselle, commanding the Rhine at either extremity of the segment. Nowhere can the eye rest which is not searched by the cannon of these extensive fortifications. As a base of operation in aggressive war, Prussia and her allies would reap incalculable advantage from these immense reserve magazines of every description. The citadel of Mayence receives a garrison of eight thousand Prussians: it is constructed on a gentle rise above the city, commanding the course of the river to the tête-du-pont, and overlooking the plain of the Rhine, while the detached redoubts observe the declivities toward Rhenish Bavaria. The possession of the first and last mentioned fortresses are of eminent importance as strategic points, whose military estimate must vary with the nature of the war.

Five bridges form the communication with Westphalia: the federal states and the line we have just described, the mountains which enclose the Rhine from Bonn to Coblenz, are the natural barriers to forcing a passage, except at the point chosen by the young General Hoche. Here the chain declines from the bank, and in the concave is a large and fertile plain, fit for the concentration of an army. The banks are nearly level: the left the higher; the stream glides in a gentle course, a little island midway and the nature of the soil contribute to facilitate the undertaking. Westphalia is covered by the Rhine, and *corps d'armée* are *écheloned* between Cologne and Erfurth. The chain of the Taurus departs at nearly a right angle from the river, and meets the Thuringian forest; it branches in every direction and protects this portion of southwestern Prussia. The frontier now continues its devious demarcation through central Germany, crossing the courses of the Fulda and Werra, until the two citadels of Erfurth arrest the attention. This part of the Saxon principality of Thuringia interposes the Grand Duchies of Weimar and Gotha, and their territories almost encircle the town. This point protects the dependencies of Prussia in this direction, while it commands respect from the less obedient principalities. The confines bend round Saxony, till meeting the mountains of Hartz, they traverse the Elbe at Torgau, and stretching in the direction of the lofty ridges of Bohemia and Galicia, they turn from the sources of the Oder and Vistula, where the broad and rapid stream of the latter protects the kingdom from Thorn to the Baltic.

Thus we find the Elbe, the Wesel and the Rhine offer three lines, almost parallel, on the western portion of the Prussian dominions, all memorable scenes of contest, all delineated by the genius and fidelity of Tacitus, or in modern times by historians less distinguished, though the events were not less momentous to the civilized world.

Berlin is protected by the broad expanse of the Havel, the forest, the fortress of Spandau and Magdeburg; and the eastern frontier is secured by a similarity of interests and strong alliances, not likely to be weakened by any event.

Appended is a tabular view of the general composition and distribution of the Prussian army; and we shall proceed in our next to describe the operations at the Prussian camp of exercise assembled near Berlin, during the month of September last.

ON PLAGUE AND QUARANTINE.

"Homo sum, humanum nihil a me alienum puto."

A NEW and strange disease is now dealing its insidious and deadly shafts amongst the families of Great Britain; and the terror it excites is the greater, because its visits are capricious. From 1817, when this disease first appeared in the filthy village of Jessore*, till, by unerring steps, it had travelled through Asia, and reached Russia, it attracted but little of the public attention; and this indifference was owing partly to its being considered as a tropical complaint, and partly to so intractable a dam of the biliary ducts being misnamed *Cholera Morbus*, a name already appropriated to a tractable disorder of a decidedly bilious character, merely because there were some symptoms common to both. Neither natural nor artificial barriers, nor variety of climate or people, have proved obstacles to its desolation; and as no moral restrictions, however severe, have yet been able to resist its progress, it may visit every inhabited part of the globe; but its malignity has been of a very mitigated extent in this country, as compared with those which have been scourged, owing, under Providence, to superior cleanliness, clothing, comfort, and diet. Happily for human nature, the disease, though possessing an occult inter-communion influence, is not contagious in the general acceptation of the word,—as hath been seen from medical officers and hospital attendants being no more liable to attack than others, as well by its arising in districts far removed from each other, at nearly one and the same time. It will be recollected that we held a similar doctrine on the subject of the Gibraltar epidemic, long prior to the present alarm respecting cholera. How far the ravages of the last named disease are yet fated to extend is inscrutable; but wherever the cholera exists, prudence imperiously dictates a close observance of the rules promulgated by the Board of Health, as to food, raiment, and ventilation, because they are obviously good; but, on the other hand, we strongly protest against the infallible nostrums of confident quacks, now under advertisements,—for even if an elixir could be made, like the bed of Procrustes, to suit comers of all ages, sizes, and constitutions, he must needs be a sorry scoundrel who, in a time of public distress, would withhold a secret, the disclosure of which would relieve the calamity.

The intense interest which is now naturally drawn towards the subject, prompts us to call attention to a still more merciless enemy, who has frequently desolated these realms, and who, without salutary

* Although the recent history of this disease is thus dated, there are doubts whether it had not begun to prevail epidemically in the provinces of Dacca and Behar a year before. Our own opinion is, that it has long prevailed in the extreme East, under a greater or less inveteracy, and is the same with the endemic cholicky disorder of Japan, which was cured by the acupunctures of a fine needle, as described in Kempfer's Appendix to his History. This disease attacks all orders, ages, and sexes of people, and is distinguished from all other bowel complaints by the name of Senki; besides the usual pains in the intestines, abdomen, and reins, it causes a general convulsion of the muscles, with grievous spasms, and acutely dreadful pains.

precautions, may repeat his visits. The very name of this enemy excites a shudder.

" Like a thunder-peal
One morn a rumour turn'd the city pale ;
And the tongues of men, wild-staring on each other,
Uttered, with faltering voice, one little word,
The PLAGUE ! "

This term, though applied to various epidemic diseases, is properly limited to that formidable fever, which, accompanied by petechiæ and buboes, has been nosologically considered as the most malignant form of typhus. The several types of pestilence have been but indistinctly noticed till the afflicting visitations which it made during the fifteenth, sixteenth, and seventeenth centuries, in various countries of Asia and Europe, led to a closer examination of its character. Of the ravages of raging epidemics in more early times, we can only proceed by inference, for the information is too scanty to enable us to ascertain the exact nature of the malady itself. With no conception of the occult causes of disease, the Hebrews piously imputed any unusual mortality to the anger of the Supreme Being, as in the punishment of Korah's followers,—an instance of great importance, as showing the first application of fumigation for staying the plague. Similar ideas were entertained by the Gentiles; and the destruction of David's people, through the agency of the "Angel of the Lord," is paralleled by that which was caused when Apollo shot his arrows into the Grecian camp. The host of Sennacherib was probably destroyed by a blast of the deadly Simoom; the absence of glandular swellings makes the detail of the horrors at Athens apply rather to the small-pox than the true plague; and the deplorable disasters of the Carthaginians before Syracuse were evidently owing to malaria.

But through all the imperfections of history, it is clear that both ancients and moderns are agreed in assigning the source of an evil, at once awful in character, and destructive in influence, to the muddy regions of Egypt, from whence it has been disseminated, by various channels, into other countries. Thucydides, who, fortunately for the world, recovered from the infection, considered what is usually termed the "Plague of Athens," as coming from the extreme borders of that nation; and his affecting recital, as well as the version of it by Lucretius, is distinctly positive on the question of contagion. Procopius traces a dreadful pestilential disorder, which afflicted the world upwards of half a century, from Pelusium; and the first introduction of this scourge into Europe is dated from the time of the Crusades. Were other proofs wanting of the contagious nature of this formidable malady, such hints would be sufficient to arouse suspicions that it had been spread by the intercourse between the inhabitants of the East, and the natives of European countries. But the evidence for proving the disease to be actually propagated by contagion is as complete as the nature of the subject admits; and the concurrent testimony of ages has gone to prove that it is a disease governed by a peculiar law; that it is imparted by a specific virus, acting only on personal contact; that it can be avoided by seclusion and separation; and that it is communicable from one person to another, by inoculation. Nevertheless, we have lately been called upon to declare to the world, by no less an

organ than an Act of Parliament, that the experience of mankind is not worth a rope's end,—that the plague is all but innocuous,—and that the quarantine laws, by which its devastations have been checked, ought to be forthwith abolished. It is true that Dr. Maclean, who is the very head and front of the little army of non-contagionists, played some plausible arguments into the ears of the Commons, but a touch from the spear of Ithuriel reduced his seventeen days' experience, and universal cure of one patient, to its proper bearing.

We must, however, confess, that upon no one subject within the range of those inquiries which exercise the judgment rather than the comprehension, does such a contrariety of opinion exist, as on that of contagion. In this discrepancy of sentiment we would fain steer between extravagant confidence, and senseless scepticism; but even those who appear to be the best informed, and consequently the least dogmatical, are absolutely in the greatest doubt upon the subject. The term, to be sure, is in general use, and yet no one is so indefinitely employed. Contagion and infection have been very commonly used as synonymous; and as they cannot be truly considered antithetical to each other, such a use is defensible; but many writers give arbitrary signification to them, and treat them abstractedly, as terms distinct from one another,—making the former imply the communication of disease by actual contact, and the latter the same operation through atmospheric media. A disease which depends upon local and limited causes,—such as fever induced by the caloric drawn from us on the sudden condensation of aqueous vapours,—is termed *endemic*, but one not so depending, and which affects numbers of people at the same time and place, is said to be *epidemic*. Epidemic diseases are generally regarded as contagious; yet this cannot hold true unless an individual under the influence of such malady be capable of inducing a similar disorder in a healthy person, remote from where he himself became infected; and this too without regard to climate, temperature, or other local circumstance. An epidemic prevailing from aerial and terrestrial causes, which cannot be contagious in principle, can, by peculiar circumstances of filth, inquinated air, and want of comfort, become transmissible by contact, or close proximity of individuals to each other; and the power of such communication will be more or less active according to the degree of atmospheric impurity. We are willing to admit, that these definitions are susceptible of extensive modifications; but we at once assert the doctrine of the non-contagion of plague to be dangerous; and until the true source of infection be discovered, every supposition should be admitted that can lead to measures which promise to impede the propagation of disease.

From the comparative silence of professional authors, Dr. Maclean has hardly pronounced the belief in contagion to be of modern origin,—in fact, a mere invention of Pope Paul III. to scare the Council of Trent. Yet the strong expression of Agathias, who flourished in the sixth century, has been quoted in medical literature:—"In eadem contaminati sunt, quicunque ad ægros accedebant; in hoc vero, idem non obtigisse plane declaratur;" and it is clear that Galen, and Aretæus of Cappadocia, admitted of the contagious principle. But though the sentiments of physicians have not descended to us, probably because the point had never been disputed, it is readily seen that writers in general

entertained the opinion of personal contamination. Evagrius Scholasticus, who was somewhat prior to Agathias, treated on the nature and operation of pestilential fomites as well as if he had served in the Lazaretto of Leghorn. To Boccaccio's being so biassed we owe the Decameron; and though we barely excuse the gentlemen who, in a public calamity, were tempted to withdraw to the romantic garden described, we have been deeply affected with his narrative of the causes which led to it. In his affecting introduction, the author expressly says that it was not by conversing alone, or going near the sick, that the disease was communicated, but even by touching their clothes, or anything that they had before touched; and this was written of a plague that ravaged Florence two hundred years before Pope Paul struck a panic among the Fathers at Trent. Shakspeare, whose mind grasped all subjects, united pestilential influence with contagion, when he made Marcius exclaim:—

“All the contagion of the South light on you,
You slaves of Rome! you herd of * * *! Boils and plagues
Plaster you o'er; that you may be abhorr'd
Further than seen, and one infect another
Against the wind a mile!”

England, though less favourable than most other parts of the globe, to the generating of the elements of contagion in the first instance, or to the induction of an epidemic state of the atmosphere, has frequently been visited by pestilential diseases; and we will detail some instances wherein they have been positively traced to contagion. In the year 1593, when 11,503 persons died in London, it was ascertained that the virus was imported from Alkmaar. Ten years afterwards the same city was visited by a plague brought from Ostend, and 36,269 individuals were its victims. In 1625 London was again desolated by this direful visiter, introduced from Denmark, and 36,000 of its inhabitants perished. Again, in 1636, when it was imported from Leyden, it committed great ravages, carrying off nearly 14,000 persons; and the same metropolis was still more miserably desolated in the fatal year 1665, when 68,600 souls were cut off.

“Mista senum ac juvenum densantur funera: nullum
Sæva caput Proserpina fugit.”

In thus enumerating the places whence the plague was imported into London, we are indebted to the faithfulness of our history. But in most countries there exists so great a reluctance to acknowledge the complaint, that it is generally in active progress before it gets a public announcement. Under the influence of this dread, the Sicilian physicians declared the distemper which ravaged Messina, in 1743, not to be of a contagious nature; and in the short space of three months, 44,000 individuals were sacrificed. When Marseilles was visited by this disease in 1720, the faculty of Paris entertained a similar opinion, and from the fatal measures of their delegates, 80,000 victims fell in little more than seven months. In Malta, the same horror of promulgating the fatal word occurred; and we happened to be in company with Sir Thomas Maitland when the dispatch arrived which announced the breaking out of what proved to be the plague at Corfu, in 1815. In this, the surgeon, who had inspected the village of Marathia, gave his opinion that the disorder was an endemical fever. “I shall treat it,” said Sir Thomas, “as a contagion, till I am certain that it is not

one." The same backwardness of having the evil extends also to countries where such delicacy would hardly be looked for. Though the plague was raging at Derna with horrible rapacity in 1821, we could hardly prevail on the Bey to confess it; and in the spring of the following year three men died suddenly at Alexandria of a reputed fever; but being interested as to the fact, we inquired closer, and found that there had been delirium, excessive prostration of strength, livid extremities, and ecchymosed buboes in the axilla and groin.

But though there were these demurs, the history of those plagues, by internal testimony, has concurred to establish the fact of their contagious nature. The misfortunes of Messina were found to be owing to the venality of a senator; those of Marseilles were entailed by a vessel from Syria; the plague of Malta was inflicted by a vessel from Alexandria, aggravated by the plunder of infected goods; and that of Corfu originated in a purchase of skull-caps out of a Tunisian vessel. The hospital opened at Marseilles proved fatal to all the attendants; and the introduction of the plague into it was traced to a woman received as a patient from the street to which a trader from the Syrian vessel retired, after a short quarantine. Two of the nurses, who assisted at this woman's reception, and the matron who changed her linen, were taken ill the next day, and died in a few hours. In consequence of the awful rapidity with which the contagion spread in that establishment, it destroyed physicians, surgeons, apothecaries, confessors, and all the other officers and servants, with the whole of the poor in the hospital, including above three hundred foundlings. The priests and monks who attended the infected suffered in the same manner as the medical assistants; and lastly, of 230 galley slaves, employed in burying the dead, 220 perished in about ten days.

That the plague of London, in 1676, was deemed contagious is evident from the public directions which were issued: "Every house visited shall be marked with a red cross in the middle of the door, which mark shall at least be a foot in length, and of a proportionate breadth, with the following words, in legible characters, accompanying it—*LORD HAVE MERCY UPON US*; these to continue on the door of the house until the lawful opening of the same. The searchers, chirurgions, keepers, and buriers, shall never pass the streets without a red rod in their hands, of three feet in length, open, and evident to be seen by all they meet. They shall not go into any house but their own, and they shall wholly abstain from company. The street shall daily be pared and kept clean before each door, the paring, scraping, and filth to be immediately carried away by the raker, who shall give notice of his approach by blowing a horn. Laystalls shall be at a proper distance from the city, and no vault shall on any account be emptied in any garden, or in any other place adjoining to the same. Special care shall be taken that no stinking fish, unwholesome flesh, or musty corn, be sold in the shops or markets; the brewers and tippling-houses must also be well looked after, and no unwholesome casks must be suffered; no hogs, dogs, cats, tame pigeons, or tame rabbits shall be kept."

The instances already cited, a large mass of other unavailable evidence, and the fruits of our own experience, make us consider the contagious nature of the plague as conclusively proved, though, from being beset with many difficulties, it may not be demonstrable. "If of one

hundred persons," said Dr. Russell, of Aleppo, "exposed to the infection of the plague by a near approach to the sick, ninety should fall ill, shall human inability to assign satisfactory reasons for the preservation of the other ten, be converted into a positive argument against the disease having been caught by contagion? If persons retired from all commerce with the infected and their attendants, breathing the same air with the rest of the inhabitants, and nourished by the same aliment, remain untouched during the ravages of the plague, as long as they continue secluded, but, upon unguarded communication, are taken ill like others, can any rational doubt arise about the cause of their former security?" Dr. Murdoch Mackenzie, who resided at Constantinople for many years, mentions the arrival of the plague from Egypt in 1751, and says that when the goods and men were landed, the infection spread all over the city at once by contact. "We found," he continues, "that whoever kept their doors shut ran no risk, even if the plague were in the next house; and the contact was easily traced in all the accidents which happened among the Franks." Dr. Bancroft, who served in Egypt, observed that—"The facts which prove the necessity of actual contact with some infected person or thing, to communicate the plague, are so numerous, and many of them so notorious, that it must be unnecessary for me to enter upon a detail of them." Des Genettes, the chief physician, and Baron Larrière, the celebrated surgeon-general of the French army in Egypt, pronounced similar opinions, as did also Howard the philanthropist, Sir James McGregor, Sir Brooke Faulkner, Dr. Grieves, and all the medical gentlemen whom we have met in the Levant. Giovanelli of Leghorn concludes the same sentiments by declaring, that "the air cannot possibly be the vehicle of contagion."

Undaunted by this strong body of evidence, Dr. Maclean, who wants neither sincerity, zeal, nor vigour in his own cause, brings forward the arguments that no person has been known to arrive in England from the Levant labouring under pestilence; that no person employed in purifying goods in the lazarettos of England or of Malta have caught the infection; that it never occurs epidemically in Egypt, Asia Minor, and Syria, but at particular seasons; and that it never occurs in Persia, which is in uninterrupted intercourse with those countries. But the prominent position of the non-contagionists is this: if the progress of the disease depends wholly upon personal contact with infected persons and things, its ravages would never cease in places where no precautionary measures are adopted. This, as well as the foregoing, constitute plausible objections to a fixed theory; but although we contend that the plague is contagious, there is no question that there are many cases in which actual contact has failed to communicate it. But all disorders seem to be governed by peculiar laws, and Hippocrates established the axiom that the action of pestilential venom is augmented, diminished, destroyed, or partially modified according to the different constitutions exposed to its influence. Dr. Bancroft found that the plague in Egypt had first attacked two natives of India; and that it was propagated with some rapidity for six or eight weeks, among persons who were either born in, or had just come from a climate much hotter than that of Egypt, whilst the British troops directly from England did not receive, and probably could not have been made to take the disease. "It is fortunate

for mankind," the same gentleman remarks, "that the communication of the contagion of the plague depends upon the co-operation of so many favourable circumstances, and particularly upon that of a suitable temperature, and of certain aptitudes and susceptibilities in the human subject; for without such requisites, or such obstacles to its propagation, the earth might have long since become desolate." Dr. Hancock, who is ambidexter and deals his blows to the right and to the left, fairly catches the two corps of combatants in the condition of the equally hungry and thirsty ass of the irrefragable doctors between its hay and water,—the first class leaves us in ignorance by what laws the contagion ceased after its sources were so incalculably multiplied; and the last have not explained how a wide-spreading evil like the vitiated air still left millions untouched.

Where doctors disagree so widely, it is necessary for us mere lookers-on to appeal to common experience; and since all sides admit the plague to be a distemper general and universal in its operation, it must, of necessity, be dependent upon some propagating cause.* A small and confident band contend that this cause exists in a vitiated state of the atmosphere, while a larger and more experienced party refer it to contagion. Now, whatever may be the true position, the stake is of such tremendous vital importance, that it ought to be treated not merely with unusual circumspection, but hunted down under a hue and cry; for it is equally as essential to prevent as to remedy so appalling a calamity. It is to be regretted that trade and intercourse have been treated with unnecessary rigour, and uncalled for vexations, but these ought not to lead to the abandonment of the principle of sanitary precaution; for even should our legislature be entrapped to declare the plague a mere epidemic, they would be unable to persuade the other powers of Europe to the same measure—our commerce would thus be still more injured,—and we should enjoy our liberality as Robinson Crusoe did his kingdom. Seventy years ago Dr. Russell said,—“However indisputable the fact of the plague being contagious may be deemed by modern physicians, it may be remarked, that it has been strongly opposed as often as the subject of quarantine has fallen under the deliberation of the legislature; and the public, at such times, have been constantly pestered by an inundation of pamphlets, which, without advancing anything new, merely retailed arguments which have been long since refuted.” Now, though all this is very applicable to the late discussions, still something new has been elicited. We thought the dirt, and filth, and stench of a Turkish town formed a nursery for maturing the plague. No such thing: “on a changé tout cela,” for the French, who have a stout squad of anti-contagionists, have discovered that the exhalations from dead bodies in a state of putrefaction are far from being contagious, endemic, or in any way injurious to health: but, on the contrary, that they are favourable to the animal functions, and contribute to health, by preserving us from really injurious influences. Dr. Parent du Chatelet, who was commissioned by the prefect of police, in 1827, to report on the state of Paris, informs us that at Montfaucon there is a laystall into which dead dogs, cats, and all kinds of garbage are thrown, and where about 12,000 horses are annually killed, skinned, and cut up, besides heaps of intestines and flesh being left to rot. To the detestable odour thus generated, are to be added the gases which escape from carcasses still con-

taining moist substances, the emanations rising from a food that has been for years saturated with blood and other animal liquids to which there is no drain, and the puddles of the tripe cleaners and driers in the vicinity,—and still the reader can have but a faint notion of the repelling fetor of this most horrid receptacle. Yet neither the masters nor their men experience either illness or inconvenience in their pasty vocation; and they even believe the exhalations to be *salubrious*. In 1810, Messrs. Deyeux, Parmentier, and Parissot, reported that they were quite astonished at the brilliant health in which they found the wife and five children of a man named Fiard, who worked there all the year, and slept in a place where the more Hawkenbergian commissioners could not penetrate, on account of the potent body of stinks which assailed them. It was also shown, that the “knackers” generally arrived at advanced years, and were unusually free from the infirmities of age; nor, during the epidemic which raged at Pantin and La Villette, was there a single instance of illness at the Montfaucon charnel,—an exemption which was shared with the women who prepare the *poudrette* in that vicinity. From this it might be inferred that the workmen, almost born in the trade of parents who also exercised it, may have conquered the liability to being influenced by the exhalations which offend strangers so strongly; but no strangers, whether visitors or extra workmen, have ever been known to suffer from them, and the inhabitants around enjoy uninterrupted health.

Before we describe the effect of quarantine regulations upon the naval and commercial interests, we must notice that purblind indifference which supposes, because the plague has providentially been withheld from these happy shores, that we are to enjoy a perpetual immunity—for the escape has probably been owing more to insusceptibility arising from increased comfort and cleanliness, than from want of power in the pest, or from the precarious precautions of our sanitary counsels. A moment's glance into history will show, that a lapse is no assurance against the return of this awful visitor,—a combination of circumstances seems necessary to its growth, but the incidents of its extension are as accidental as the impediments. Thus the populous city of Marseilles had been free from infection for seventy years previous to the arrival of the luckless Captain Chaland in 1720;—Moscow, after an exemption of a century and a half, was assailed in 1771, and suffered a mortality of 80,000 persons;—and previous to 1813, Malta had not been afflicted with plague for 137 years. Nor are the ravages of these visitations to be estimated by a mere enumeration of the victims; the injury inflicted in their moral consequences is as formidable as the physical misery. De Foe has wrought up the events of the great plague of London, in 1665, into a novel so closely allied to real history, as to be of painful interest; and Manzoni has recently written a similar account of distresses at Milan, in his “*Promessi Sposi*.” In both of these works the train of evils which follow the universal interruption of social intercourse is so fearfully depicted, that the authors would be accused of gross and violent exaggeration, did not authentic records fully bear them out. Indeed, history teems with the vices, crimes, and follies which augment the sum of calamity brought by pestilence, and which are aggravated by the uncertain tenure of life, the consequent callousness of feeling, and the sudden dissolution of all the moralities. The murders, and

depravities at Messina were attributed to the extreme and rapid changes of fortune which death scattered about; but the effects of such annihilation of the best principles of human nature have been so similar through all ages, that we cannot but quote three most memorable instances.

"Thus did the pestilence give the first rise to those iniquitous acts which prevailed more and more at Athens. For every one was now more easily induced openly to do what for decency they did only covertly before. They saw the strange mutability of outward condition, the rich untimely cut off, and their wealth poured suddenly on the indigent and necessitous; so that they thought it prudent to catch hold of speedy enjoyments and quick gusts of pleasure; persuaded that their bodies and their wealth might be their own merely for the day. Not any one continued resolute enough to form any honest or generous design, when so uncertain whether he should live to effect it. Whatever he knew could improve the pleasure or satisfaction of the present moment, that he determined to be honour and interest. Reverence of the gods or the laws of society laid no restraint upon them; either judging that piety and impiety were things quite indifferent, since they saw that all men perished alike; or throwing away every apprehension of being called to account for their enormities, since justice might be prevented by death; or rather, as the heaviest of judgments to which man could be doomed was already hanging over their heads, snatching this interval of life for pleasure, before it fell."—THUCYDIDES, B.C. 430. ATHENS.

"These accidents, and others of the like sort, occasioned various fears and devices amongst those people that survived, all tending to the same uncharitable and cruel end; which was, to avoid the sick and every thing that had been near them, expecting by that means to save themselves. And some holding it best to live temperately, and to avoid excesses of all kinds, made parties, and shut themselves up from the rest of the world, eating and drinking moderately of the best, and diverting themselves with music, and such other entertainments as they might have within doors; never listening to anything from without, to make them uneasy. Others maintained free living to be a better preservative, and would baulk no passion or appetite they wished to gratify, drinking and revelling incessantly from tavern to tavern, or in private houses, which were frequently found deserted by the owners, and therefore common to every one; yet avoiding, with all this irregularity, to come near the infected. And such at that time was the public distress, that the laws, human and divine, were no more regarded; for the officers to put them in force being either dead, sick, or in want of persons to assist them, every one did just as he pleased. A third sort of people chose a method between these two; not confining themselves to rules of diet, like the former, and yet avoiding the intemperance of the latter; but, eating and drinking what their appetites required, they walked every where, with odours and nosegays to smell to, as holding it best to corroborate the brain; for they supposed the whole atmosphere to be tainted with the stink of dead bodies, arising partly from the distemper itself, and partly from the fermenting of the medicines within them. Others, of a more cruel disposition, as perhaps the most safe to themselves, declared that the only remedy was to avoid it: persuaded, therefore, of this, and taking care for themselves only, men and women in great numbers left the city, their houses, relations, and effects, and fled into the country, as if the wrath of God had been restrained to visit those only within the walls of the city, or else concluding that none ought to stay in a place thus doomed to destruction. Divided as they were, neither did all die, nor all escape; but falling sick indifferently, as well those of one as of another opinion, they who first set the example by forsaking others, now languished themselves without mercy. I pass over the little regard that citizens or relations showed to

each brother; for their terror was such that a brother even fled from his brother, a wife from her husband, and, what is more uncommon, a parent from its own child. On which account, numbers who fell sick could have no help but what the charity of friends, who were very few, or the avarice of servants supplied; and even these were scarce, and at extravagant wages, and so little used to the business, that they were fit only to reach what was called for, and observe when they died; and this desire of getting money often cost them their lives. From this desertion of friends and scarcity of servants, an unheard-of custom prevailed: no lady, however young or handsome, would disdain being attended by a man servant, whether young or old it mattered not; and to expose herself naked to him, the necessity of the distemper requiring it, as though it was to a woman; which might make those who recovered less modest for the time to come."—BOCCACCIO, A.D. 1348. FLORENCE.

"The avidity to take possession of an unexpected inheritance was also, to many, the fatal cause of their own destruction. Called to the entire succession of the wealth of a whole family, to whom perhaps they were very distantly related, and impatient to know the extent of their new acquisitions, they entered, without precaution, into infected houses, and searching indiscriminately among the effects of the deceased, they often found what they sought not, and paid with their lives the forfeit of their cupidity. Their fatal heritage then devolved to relatives yet more remote, fortunate if they could profit by such an example, and not fall equally martyrs to indecent and unreasonable transports. It was not, however, always the legitimate heirs on whom the punishment of their avidity fell; it was often those who found in the effects they stole the just forfeit of their crime. In vain had the commandant prohibited the removal of any clothes or effects from one house to another; and blind and headstrong rapacity despised alike these wise ordinances, and the perils of the contagion." * * * * *

"Will it be believed? Scarcely had the contagion begun somewhat to diminish in its ravages, when the people, impatient to repair the mortality it had occasioned, thought of nothing but re-peopling the city by new marriages; like mariners who have been in imminent peril of shipwreck, but are no sooner arrived in port, than forgetting the danger they have escaped, they seek, in new pleasures, to drown the recollection of past troubles. Our temples, long shut up, were now only opened for the administration of this sacrament. A species of furor seemed to have seized on both sexes, which led them to conclude the affair of all others the most important in the world, in the space of twenty-four hours, and to consummate it almost at the same instant. Widows, whose cheeks were yet moist with the tears they had shed over a dead husband, consoled themselves in the arms of a living one, who perhaps was in like manner snatched from them a few days after, and in a few days more they were wedded to a third." * * * * *

"If the people had shown no other signs of having forgotten their past misfortunes, than the joy which these new marriages occasioned, there would have been no reason to fear that a ceremony, honoured by the first miracle of our Saviour, authorised by the laws, and necessary to society, would irritate the Lord anew against them, provided all was conducted in conformity with Christian decency and rectitude. But what was likely to draw down upon us much greater judgments from his anger were, the thefts, the plunderings, and an infinity of other crimes, the horrors of which we dare here retrace. * * * While the arm of the Lord was yet extended over us, a general license was seen to reign among the people, a depravity of morals frightful to think on."—BERTRAND, A.D. 1720. MARSEILLES.

If our next, we shall pursue the question to the Quarantine Regulations,—a subject of such paramount importance to this maritime country.

SUGGESTIONS FOR THE IMPROVEMENT OF THE PORT OF SANDWICH.

It is a wise maxim, that "in time of peace we should prepare for war," and the illustration of the wisdom of this maxim forms our chief object of the present paper. As a naval power, it is incumbent on our governors to watch, with lynx-eyed keenness, every preparation for offensive warfare, whether originating with states united to us, for the time being, by treaties of peace and friendship, or energetically opposed to us in open and active war. To many persons this reflection will be considered as unnecessary, at the present time, when public opinion on the subject of war has undergone a great change; when our old enemy (I do not mean the devil, but the French) has been converted into a friend; when, from all the other European powers, our kind, well-wishing, and disinterested friends also, we continue to receive assurances of the most friendly relations; and when the brand of war has been so long buried, that its fire has become extinct, and the olive branch of peace is found reigning in its stead! Such persons, and there are many such, believe that a sort of political millennium has commenced, but whether it may last one year or one thousand, nay, one day or one hour, is a question, the solution of which confounds the judgment, and defies the penetration of these wise political moralists.

Placing, however, very little confidence in the eternal friendship of nations, united by the arts of a wily and selfish diplomacy for the attainment of individual and self-aggrandizing views, the consummation of which forms the signal for bursting asunder the bonds of alliance and forming new connexions more suitable to their ulterior views and wishes, it becomes culpability itself to be lulled into a fancied security, however halcyon the prospects may appear that lie broadly extended around us. The nature and character of statesmen; the unerring page of history; the restlessness and desire for change which, like the boisterous waves of the mighty ocean, agitate and convulse nations, all teach us the uncertain durability of political relations;—all teach us the truth of the foregoing maxim, "that it is wise in time of peace to prepare for war." The nation which does this may say with confidence, "God preserve us from our friends, we can take care of ourselves against our enemies."

If our policy be grounded on the wisdom of the maxim just quoted, one object, which, in its importance to Great Britain as a naval power, becomes paramount, is the active use of that leisure arising to her out of a time of peace for the improvement of her ports and harbours, by increasing their safety and utility, and by *adapting certain of them to such new purposes as the changes and introductions of the present times have made imperative.*

Whenever another naval war shall arise in Europe, and arise it certainly will, the full truth of this assertion will be understood, and very speedily proved. May we be prepared for the event!

It has been matter of surprise, and very justly too, that Great Britain should have no harbour in the Downs suited to the accommodation and protection of ships of war, although, during the stirring times of contest with her enemies, she has, mostly, a large fleet stationed at that celebrated anchorage. Exposed to the heavy seas which roll through the British Channel, when agitated, for any length of time, by westerly and

south-westerly winds, frequently obliging some of the ships to cut their cables; the fearful vicinity of the Goodwin sands, and the comparative uselessness of Ramsgate harbour, itself a danger, from the difficulty of entering it at times when it is most urgently wanted, are facts which point out a harbour in the Downs as an undertaking of great national importance and utility. A very favourable spot presents itself for the accomplishment of this great desideratum; the ground has been surveyed many times; the situation approved by the most competent judges of the time; its practicability and usefulness pronounced unanimously; and now that the only obstacle which was formerly opposed to the plan, viz. the erection of a harbour at Ramsgate, has been tried and failed in effecting the desired object, there appears no just reason why the undertaking should not be entered upon and completed.

For many centuries Great Britain possessed a good port on this important and commanding situation, in the once safe, commodious, and celebrated harbour of Sandwich*; and to deny that she still requires one, is to betray great professional and historical ignorance on a very important subject. It is better to have more harbours, than may, in the judgments of many, be held as necessary, than to be known to be deficient in one, that is acknowledged as requisite; for possessing a national and a commercial marine almost boundless in extent, it is literally impossible that our ports can be too numerous: for who can say when and where the destructive hurricane shall arise; or which will be the direction of its furious and overwhelming course? Can we trace out lines on the expanded bosom of the ocean, as upon a chart, along which its fearful course shall never be found, or point out spots upon our shores where the hardy and intrepid seaman shall never have cause to hail, with joy and thankfulness, a safe asylum from its raging and destructive fury?

When the sea washed the walls of Sandwich, its importance, as a naval station, both for shelter and defence, was universally acknowledged, but now that the sea has retrograded from its ancient boundary, its former importance is either neglected or forgotten. And here let me ask, what constituted the importance attached to this port as a naval station? Not the washing of its walls by the sea, certainly; but its particular situation on the coast; therefore, although the recession of the sea, caused by the destructive practice of inming, has proved injurious to the prosperity of the town, it leaves the political and maritime importance of a port on the newly-formed shore perfectly undisturbed, and as essential to the naval power and commerce of the kingdom as it ever was in early times.

From the forlorn and neglected appearance of this once populous and flourishing town, the second in rank among the Cinque Ports, it requires no small effort of mind to picture her possessed of a "navie manned by 1500 good and hable mariners, fyt to serve at all tymes;" and as "having furnished to the kynges letters, and at the townes charges, 15 hable sayles of menn of warre;" but history records the truth, and adds that this navy behaved itself so well, that no malefactors (pirates) dared to appear in that quarter. It was honoured frequently by the presence of King Edward the Third and his court, who selected it as the port from

* See U. S. Journ. No. 47. p. 222.

which he usually embarked for the Continent. In 1859 this prince, accompanied by a great many of the nobility, and a numerous retinue of attendants, after spending some days in Stonar and Sandwich, embarked on board the *Philippe* of Dartmouth, and before sunrise sailed for Calais.

Conscious of its national importance, the improvement of this once celebrated haven has engaged the public attention from the earliest times that it began to exhibit symptoms of decay, to the year 1824, when the last effort for making a harbour in the Downs was brought under public notice; and as the particular history of this chief port consists in the exertions made by the population for the improvement and renovation of their haven, let us see how they have performed their part in so important a national undertaking. In the course of the investigation it will be made evident, that the construction of a harbour in the Downs would prove highly advantageous to the nation, and of the most signal service to navigation in general, in the opinion of such noblemen and gentlemen as were selected, as the most competent judges to decide on the subject, at the several times when it was brought forward.

In the year 1548 the mayor and jurats presented a petition to Edward, Duke of Somerset, praying that a commission might be appointed to inquire the cause of the decay of the haven, and whether it would not only be most commodious and necessary for the safe harbourough of ships of war, but of those of His Majesty's subjects, that a good and safe haven be constructed in the Downs. Among the members of this commission were Lord Cobham, then Lord Warden of the Cinque Ports, Sir Richard Sackville, and Sir William Woodhouse, Vice-Admiral of England, who reported that the old haven had become so crooked, and lay in such a flat baye, that it was every day growing worse and worse, and that in a short time there would be no haven at all. After setting forth the necessity and advantages of a safe and commodious harbour at this place, they strenuously recommended that one should be immediately begun, and that the new cut, which had been previously undertaken by a person named Rogers, should be carried on to the sea and completed. Nothing, however, was done at that time. In the reign of Queen Elizabeth, Mr. Alderman Rose, of the city of Canterbury, attempted the improvement of the navigation of the river Stour, and carried on the work with success till the time of his death; and, by his will, he bequeathed 300*l.* towards its completion. On the death of Alderman Rose the management of the undertaking was committed to the corporation of Canterbury, who in 1695 let their right and interest in the navigation of the river to a person named Rogers, on a lease for forty-one years, and Rogers, in his turn, assigned the lease to a Mr. Richard Marsh, of Faversham. By the operations of these two persons, however, the river was made navigable, for a time, for boats and lighters, which carried coals, stone, and other merchandise from Sandwich to Canterbury.

Of such vast importance did the construction of a harbour in the Downs appear to the commissioners who investigated the subject in the reign of Queen Elizabeth, that they say in their report, "that if the Queen's Majesty should have wars with her Majesty's ancient enemy the Frenchmen, the same would be a very good and commodious harbour for all her Highness's ships. We find her Highness hath on

all that side of the narrow seas no haven mete or necessary for the harbour of her Majesty's ships, and therefore the wante thereof is greatlye dyscommodious, besyde the awe or fear that might growe to the enemye yf such a haven weare."

The proposition of a new cut or haven was also recommended, "for the reason that it would enable ships to go out at all seasons, and with all winds, whereas now they cannot; and besides that, will bring ships into deep water from thence directly into the road of Downs."

The great and important facts stated by the commissioners aroused the activity and commanded the attention of those who should have required no other stimulus than the public good, to have seen these advantages, and to have made them available to the service of the kingdom. The film which obscured their vision was now removed, and we find Henrique Jacobsen, of Amsterdam, who was said to be "a man very expert in such great water works," called to survey and report on the proposed new cut and harbour, which, having finished, he gave in the cost of the undertaking at 10,000*l.*, or thereabouts. The survey and report of Jacobsen ended, like a bottle of smoke, in nothing; and, some time afterwards, as if those whose duty it was to cause a haven to be constructed, saw its advantages from the powerful representations of the commissioners, but wished to find arguments for delaying its execution, we find a new and more particular survey being made by Andrian Andrisson, another Dutchman, and we may suppose equally "expert in such great water works," a thing not at all to be wondered at, even as the state of which he was a native is itself but one vast water work. However, what is more to the point at present is, the opinion which he gives "that it would be an universal benefit to the whole realme to have a haven at Sandwich," and, "that it would also be the occasion of the towne being well inhabited and flourishing again." He attributes the decay of this ancient haven to the stopping of streams and rivulets which used to flow into it, and tended to cleanse and scour its channels. The measures which he proposed for the improvement of the haven were, to make a new cut to the sea, but, more to the southward than that recommended by Rogers, on account of the ground being four feet lower than at the former place, by which its construction would cost less, and it would be rendered more effectual. He concludes his report in these words: "the necessary points are a new cutt to the sea, but more to the southward; juttie-heads of stone or tymber; sluices; and the old haven to be stopped up. The depth of the channel of the new cutt, at high water, will be twenty feet; at low water, a very good tyde haven." Then as to the expenses, he says the charges for the cutt, juttie-heads, and sluices, to the full perfecting of the sayde haven, will cost about 14,000*l.* This was not a vast amount for securing the benefits which even such a harbour as this would have afforded to the general navigation of the country; yet, *mirabile dictu*, it still remains to be constructed. The want of a commodious harbour at this place has not only been generally allowed, but severely felt on many occasions. In 1690, the Vanguard 90 guns, was unfortunately driven on the Goodwin sands; when, after extricating herself from this perilous situation, she ran into the mouth of Sandwich haven, decayed and apparently useless as it had then become, and was afterwards got off safe. Now is it not extraordinary; that notwithstanding all the rage for

improvement and accommodation which has pervaded the kingdom from that time to the present, that this is still the only haven into which, or rather upon which, his Majesty's ships have the power of running, in distress and danger? The only difference being, that the haven is worse now than it was at that time, having suffered one hundred and forty years more deterioration. Another instance, and a very terrible one it is, of the want of a safe harbour here, occurred on November the 26th, 1703, when a dreadful storm from W.S.W. began at eleven o'clock in the morning and lasted till seven o'clock on the following morning. The British navy suffered the loss of thirteen ships, of which the Restoration, Northumberland, Stirling Castle, third rates; the Mary, a fourth rate; and the Mortar, bomb, were driven on the Goodwin sands, and lost, with nearly the whole of their crews: seventy men from the Stirling Castle, and one from the Mary, being all that were saved. Among those who perished in the Mary was Rear-Admiral Sir Basil Montague. However, this frightful memento of the utility and necessity of a harbour in the Downs was productive of no good effect. In 1744, after another great and most calamitous storm, during which many vessels found shelter and protection in the then small and insignificant harbour of Ramsgate, public attention was once more roused to consider the propriety of making a harbour in the Downs; and although this attempt to provide against future calamities did not, like the former ones, end in nothing, yet as far as being productive of any useful and commodious harbour for the accommodation and security of his Majesty's ships of war in distress, it ended perfectly so. In the above year the corporation and other principal inhabitants of Sandwich agreed to present an address to his Majesty, praying that proper and skilful persons be sent to view the haven of Sandwich, and to examine whether a more commodious harbour cannot be made in the Downs, from the town of Sandwich, near Sandown Castle, fit for the reception of large merchantmen and ships of war, and to survey the said ground and shore; and also the river Stour, necessary as a backwater for cleansing and scouring the said harbour, and to make an estimate of the expenses; and that his Majesty will be graciously pleased to cause the said survey and estimate to be laid before the House of Commons. This was the greatest and best directed attempt that had yet been made towards the attainment of this desirable object. The report, with plans annexed, were, by the King's command, laid before the House, by Lord Vere Beauclerc, and referred to a committee of the whole house. The committee did its duty well, by calling before it, and minutely examining, several officers of his Majesty's navy, a great number of the most skilful and experienced pilots belonging to Deal, Mr. Labelaye the engineer, and others, whose judgments were desirable to guide it in coming to a just decision; and, after a most attentive investigation of the question in all its bearings, the committee resolved, on February the 12th, 1745, "that a safe and commodious harbour may be made in the Downs, near Sandown Castle, fit for the reception and security of large merchantmen and ships of war of sixty or seventy guns, and be of great use and advantage to the naval power of Great Britain, by preserving ships in distress, speedily refitting them for sea, and by saving the lives of many of his Majesty's subjects; and in time of war, particularly, be a ready means of bridling Dunkirk, of guarding the mouth of the river, and protecting the coasts from invasion and insult."

So far the affair progressed, as the Yankees say, most successfully ; and the House, approving the resolution of its committee, addressed his Majesty, praying that an estimate might be prepared and laid before it, of the expense for purchasing the lands necessary for making the said harbour, yard, and other works thereunto belonging, and the expense of fortifying the same. Here the success of the measure ends, and the chapter of accidents must again be resumed. The failure of this attempt may be attributed to a twofold cause : first, to the exorbitant estimate of expenses delivered by the engineer ; the second, to a petition presented by certain of the London merchants and underwriters, setting forth that a more convenient harbour might be made at Ramsgate, capable of containing a great number of large merchantmen and ships of war of sixty or seventy guns ; that, on account of the setting of the tides, no backwater would be required for cleansing the said harbour, and *that a saving of several hundred thousand pounds would arise to the public.* These proceedings gave another check to this ill-starred measure ; for the government, being then engaged in an expensive war, was not disposed to enter on the construction of a new naval station, the costs of which had been already estimated at the sum of six hundred thousand pounds. The matter was, therefore, dropped on its part ; and as the merchants continued to petition in favour of Ramsgate, the House, after hearing them by their counsel, agreed that the citizens of London had proved the allegations contained in their petition, and leave was accordingly given to bring in a bill for erecting a pier and other works at Ramsgate.

That a vast difference exists between the supposed proof of allegations, by assertions and conjectures, and their real proof when actually put to the test and tried experimentally, has been fully shown by the result of this Ramsgate undertaking. None of the benefits set forth in the petition before named have yet been realized ; for if a more commodious harbour could have been erected at this place than in the Downs, it has certainly not been done. In magnificence of extent the harbour is unrivalled ; but so great is the difficulty and peril of entering it, in blowing weather, that, instead of being a safe and commodious asylum from the dangers incident to that coast, it may be considered as having added to their number, being itself a danger of great magnitude. It was also alleged that several hundred thousand pounds would be saved to the public, by the preference of this situation over that in the Downs ; but a sad mistake has, somehow or other, been made in the experimental proof of this allegation, the public having yet experienced only what is termed a left-handed saving. The estimate for a harbour in the Downs was for 600,000*l.*—a large sum certainly ; but the outlay at Ramsgate has exceeded 1,000,000*l.*, and the work remains still incomplete. The most unfortunate consequence, however, arising out of this extravagant and splendid folly is, that it has prevented the erection of a harbour in the Downs, where it would, as is pretty generally acknowledged now, have been much more serviceable.

In 1824 the inhabitants of Sandwich were joined by some of the citizens of Canterbury, in obtaining a bill for the improvement of Sandwich haven ; for erecting a stone pier in the Downs, for excavating a new haven on the shore, and for rendering the river Stour navigable from Sandwich to Canterbury, which was the last effort made by the

inhabitants of this ancient port for the improvement of their harbour, and for recovering some of their lost consequence as a commercial and maritime population. In this case, the estimate of the engineer named was far below that which would have been required for completing all the works; but, as it happened, this circumstance proved of no consequence, for many of the most influential inhabitants of Canterbury being more favourable to the construction of a rail-road from that city to Whitstable, opposed the present undertaking with the utmost power and success; and this last effort of the Sandwichians was doomed to experience defeat and failure.

Here then is a project, which has often received the approbation of those in power, and of those out of power, and one that, we might suppose, was congenial to the feelings of Englishmen, and in unison with the public mind, suffered to remain among the schedule of national wants—May it soon be erased from their number!

There are two ways through which this long-desired harbour may be yet obtained. The one, by a union of the rest of the public with the town of Sandwich; the other, through the medium of the government. The most favourable spot is one opposite to what are termed the Lesser Downs, and near to No. 2 battery, from which to the town of Sandwich there is not more than one mile and a quarter of distance. A harbour constructed through the first-named means would be chiefly directed towards the furtherance of commercial views; but it might likewise be so planned as to be made of the greatest service to his Majesty's ships in distress, and at a very moderate estimate of costs. A stone pier, composed of two heads or jetties, might lead into a good haven, capable of affording safe protection to ships of war of 74 guns, and large merchantmen; while a stone breakwater might be run out to such an extent, as to afford shelter and smooth water to the larger classes of his Majesty's ships. From this haven ships could go to sea with all winds, and at all seasons, which constitutes one of the many advantages of this spot for a harbour. The other means—that of the government—includes much more extensive ideas, in the formation of a complete naval station, composed of the necessary piers, breakwaters, store-houses, and every other requisite for equipping and refitting ships of war. The costs of this undertaking would be considerable. One thing, however, is certain, that, be the cost what it may, its importance will be found such as most amply to repay any outlay that may be expended upon it.

In 1831, Commander Boys published a little work on the practicability of a harbour in the Downs, and, as it contains some ideas coincident with my own, it may be as well to state, that in 1829 a detailed plan, incorporating the views of the writer of this article, was sent to his Grace the Lord Warden of the Cinque Ports.

T. W.

RECOLLECTIONS RESPECTING THE DEFENCE OF IRELAND
DURING THE LATE WAR.

IN the year 1796-7, a very considerable force, consisting of upwards of 16,000 regular French troops, and commanded by General Hoche, an officer of acknowledged ability and experience, was despatched from France for the purpose of invading and revolutionizing Ireland; and a part of that formidable armament arrived in Bantry Bay, in the south of that island; but no operations were undertaken by that part of the French fleet and army, as the General-in-Chief had not arrived. The alarm and consternation in Dublin were evident on all sides; but the Commander-in-Chief, Lord Carhampton, took prompt measures for the defence of the kingdom. The French fleet had entered Bantry Bay on the 26th of December; and on the 28th, two brigades of infantry, under the command of Major-Generals Eustace and Peter Craig, marched from Dublin in very severe weather, to unite with other corps that were ordered to assemble at Kilworth. These troops evinced the best spirit, and they were received with the utmost cordiality and hospitality on their march towards the point of destination, by every class of the inhabitants of the country. The artillery, which was ordered to move towards Kilworth, in point of *personnel*, was of the best description, but there were no artillery horses, and the hackney-coach horses and such others as could be pressed, were harnessed to the guns, and this body marched off in excellent spirits, but not with much regularity.

The Commander-in-Chief, the Adjutant-General (Hewett), the Quartermaster-General (Cradock), the chief Field-Engineer (Colonel Napier, the father of the present celebrated military historian), and their assistants, held themselves in readiness to attend the Earl of Carhampton, and move upon Kilworth at an hour's notice.

Information having been received by the Commander-in-Chief, that the French fleet had left Bantry Bay,—their appearance there was considered a feint, and that the north of Ireland was the real object of attack, as disaffection had spread pretty generally through the province of Ulster. Orders were immediately despatched to those regiments that were upon their march to the south, to return with all possible expedition to the north; and the officer who had been appointed Field-Engineer to the forces, and assistant to Colonel Napier, was directed to proceed without a moment's delay, and join Lieut.-General Lake, at Hillsborough. That officer having received his instructions from the Commander-in-Chief, who was also Master-General of the Ordnance, left Dublin the 1st of January, 1797, and reached Dundalk that night, and the next evening reported himself to Lieut.-General Lake. The next morning he waited on the General, and accompanied him, General Nugent, and their staff, to the camp at Bloris. The position chosen was rather a novel one; the front, one flank, and the rear, being covered by a considerable river, a canal, and an extensive bog: it was, in one sense, like the Saxon camp at Pirna; if it was difficult of approach and attack, it was also inconvenient to receive supplies in such a position, and hazardous to retire from in the presence of an enemy. The troops were placed in huts, constructed of new boards placed uprightly, the seams of which, by the action of the weather,

became very open, and the rain annoyed the men extremely. Had the boards been better seasoned, placed horizontally, and overlaid about an inch, the huts would have been secure from rain, and rendered much more comfortable to the soldiers. But there was no engineer in the camp, the Quartermaster-General did not seem to take any interest in the accommodation of the troops, and the whole arrangement was committed to the care and intelligence of the Commissary-General.

The Field-Engineer having had a long conversation with General Lake, it was settled that he should proceed to the city of Londonderry, and join Lord Cavan, who commanded in that district: having first called on General Knox, who was stationed at Dungannon.

General Knox had the reputation of being a very active and intelligent officer, and report did not exaggerate his military ability and professional attainments. Had he lived, there can be no doubt he would have ranked amongst the best generals of the British army; but he perished on his passage from England to the West Indies, to the great regret of all who had the honour of his acquaintance.

Londonderry is a small city, seated on an eminence, on the north-west side of the river Foyle, which is navigable up to its quay for ships of 500 tons. It sustained a long and memorable siege in the year 1688, against King James II. and a formidable army, composed of French and Irish troops, commanded by Marshal Rosin. The ramparts are low, not exceeding fifteen feet in height in some places; and there is no ditch or any outwork to cover the body of the place; and the whole of the defences may be seen from the foundation to the top of the parapet. An engineer of the Irish establishment had been sent to assist Lord Cavan in his defence, should the French fleet and army under General Hoche's command, enter Lough Swilly, land the troops, and attack Londonderry. The old gates had fallen into decay, and new ones were ordered to be made, under the direction of the engineer. These gates were pretty heavy, and the manner of securing them was certainly simple, but troublesome, for it required nearly the whole of the soldiers on duty at each gate, to lift, place, and remove the ponderous piece of wood which the engineer had allotted for the bar of the port. This gentleman returned to Dublin upon the arrival of his successor; and a more convenient bar, of hammered iron, turning upon a pivot, was substituted, to the great satisfaction of the soldiers who had charge of the gates.

Lord Cavan was a good-natured, easy officer, of the Foot Guards, who had under his command a garrison composed principally of fencibles and militia; among the latter was the Tipperary regiment, commanded by Colonel Bagwell. The two corps of fencible infantry were under the orders of Colonel Leith and Lord Henry Murray. Colonel Leith then gave every promise of arriving at that distinguished military eminence to which he afterwards attained, being an officer of great ability and information. The Cambridgeshire regiment of fencible cavalry, under the command of Colonel Adeane, formed part of the garrison; and the corps of artillery was excellent. The Tipperary militia were rather disorderly; they frequently committed acts of insubordination, and deprived the country people, by force, of the provisions they were bringing to market; but no examples were made, by punishment, of these depredators, nor did any public inquiry take place.

It was proposed by Lord Cavan to erect forts and batteries at Lough Swilly; and the Field Engineer was directed to examine and report upon the subject. His observations on the defence of that harbour were transmitted to the Earl of Carhampton, with an outline of his plan of operations for the general protection of the country, in case the enemy effected a landing; and his lordship expressed his approbation of the Field Engineer's suggestions in the following very flattering and expressive terms:—"I entirely agree in the justness of your report respecting Lough Swilly, and consider its defence by forts and batteries as a hopeless conception. Your plan of defence for the city of Londonderry and its vicinity, bespeaks perspicuity of observation, and has the merit of being simple and intelligible, without either pretension or ostentation." The erection of forts and batteries was of course abandoned; but engineers who were subsequently appointed to the northern district, expended a large sum of money in the construction of batteries and Martello towers, which were of no use whatever. The writer of these recollections having attained a higher rank in the army, and being on duty in the north of Ireland, took occasion to visit Lough Swilly, when Lord Cavan had assembled all the troops in his district upon the extensive sands near the village of Burncrana, for the purpose of a general review. While the different regiments were forming into two lines, he observed an officer in the uniform of an engineer; he immediately entered into conversation with him, and his inquiries were principally directed to the works which had been erected for the defence of Lough Swilly; and Captain Smith, the engineer officer, candidly stated that he did not think they could be long maintained, as an enemy could easily land in Dunoff or Ballymastoker Bays, and turn all the batteries which had been established. Just then the writer of this paper observed a cannon mounted in a *flèche*, near the small mill-stream and bleach-works, on the Londonderry side of Burncrana, and asked Capt. Smith what was the object in placing a gun there? when he answered, that all the main positions being armed, there was no other place to put it in, and Lord Cavan did not wish to have a gun unemployed. By this time, the troops were arranged in two lines, and the whole consisted of near 5000 men. The first line had commenced firing upon a supposed enemy, when, to the surprise of many persons present, the second line also began firing upon the rear of the front brigade by platoons; but whether this was an inadvertency or a part of the plan of the review, was never discovered. The troops then returned to their cantonments, and Lord Cavan was shortly afterwards employed on foreign service.

Brigadier-General Dunne, who succeeded Lord Cavan, was a cavalry officer, but he was also well acquainted with infantry discipline, and commanded his garrison of all arms in the field with ease, intelligence, and ability. Having ordered a field-day, the Cambridgeshire Light Dragoons formed in line upon the right, when General Dunne desired the drummers of the whole of the infantry to commence beating a march on the right flank of the cavalry, and proceed along the front to the left. Scarcely had the drummers begun to use their drumsticks, when the right of the regiment receded, and fell into disorder, and by the time the music had approached to the left, the whole corps was in a mass of confusion. The officers of the infantry and the spectators

laughed very heartily; but Colonel Adeane was a little offended, and said it was not fair to take his regiment by surprise.

At this period provisions were at a very moderate price in the markets in Ireland. The writer of this paper was an honorary member of one of the regimental messes of the garrison of Londonderry, and the weekly charge for each individual's dinner was eight shillings; but madeira, port, and claret, were always drank, and the average charge for these wines did not exceed two shillings, British, the bottle.

The writer of this paper examined the forts at the entrance of the harbour of Cork, known by the names of Camden and Carlisle. They are both weak and irregular works, being entirely commanded on the land side, and yet upon too high ground to admit of their doing any material injury to a fleet, with a fair wind, entering the harbour, as ships would not be exposed five minutes to their cannonade.

The fortifications upon Spike Island are absolutely useless: an enemy's fleet could anchor at such a distance (the harbour being very capacious) as would render the fire from the island quite harmless. The fort upon the island was erected before it was ascertained that water could not be obtained by sinking through the rock—a great oversight indeed; and its ramparts were constructed before it was thought necessary to excavate a ditch and form a glacis; and the whole of the money expended on this fortification—amounting to upwards of 300,000*l.* sterling—has been actually thrown away. There were several forts and batteries constructed for the defence of the river Shannon and the city of Limerick. They were examined with attention by the assistant quarter-master-general of the district, in discharge of his professional duties, and his report is in the hands of the Irish government. The works at Tarbert could never stop an enemy; and no ship need approach within gunshot of the fort upon the other side of the Shannon, as the water is sufficiently deep and the river wide enough to contain a numerous fleet entirely out of the reach of its cannon. Upon examining a fort on the left-hand side of the river, it was found that it was commanded by a height within a few hundred yards of its defences, and that were this height occupied by an enemy, the parapet could be enfiladed, and no ammunition be conveyed from the magazine to the battery without being seen and exposed to fire; but some engineers have only one eye, and that is directed very often to their own interest,—as they are public accountants. There are some positions near the city of Limerick which might be rendered very defensible, but they would demand a considerable quantity of artillery, and a large body of troops for their occupation:—the river at Groody turnpike would require a dam-head for the purpose of inundating the low ground through which the river runs; and a similar dam head would be necessary upon the river which crosses the Cork and Rathkeale roads, about half a mile from the new barrack. The chain of heights running between these two points upon the Shannon, might be occupied by redoubts; and the low ground in front entirely covered with water:—all this would require time, and occasion expense,—but troops in the field, and a well-organized population, are the best defence of the country.

During the late wars, many plans of defence were proposed—and one in particular, by Colonel Keating, attracted universal attention—not, however, by its superior military pretensions, but by the alarm which

certain observations that it contained conveyed to the government of the country. Colonel Keating was a man of fortune, and resided on his estate, in an excellent house at Curraghmore. The pamphlet which he had written and published was read with avidity, and the general impression which it made among the officers of the militia was, that the writer was a disaffected man, and an abettor of rebellion. "

A considerable body of the insurgents having assembled near Curraghmore, a detachment of the Tyrone militia attacked and dispersed them: but a lady in a green habit, mounted on a grey pony, was observed riding amongst the rebels, and distributing bread to their unfortunate wives and children. The officers of the Tyrone militia were invited by Colonel Keating to dine with him after the dispersion of the rebels, and, upon Miss Keating entering the dinner-room, Mr. Edie whispered to a brother officer "that Miss Keating was the lady on the grey pony, and that both she and her brother were rebels." Whether Miss Keating was the person who humanely fed the starving women and children of the insurgents, has not been accurately ascertained; but, shortly afterwards, the colonel's fine house, furniture, and offices were consumed by fire.

Athlone, from its central situation, was deemed a proper position to be occupied by extensive works and a strong garrison: it is situated upon the river Shannon, and upon the direct military route from Galway to Dublin. The castle stands on the left side of the river, and all the entrenched defences are on that side, and in front of a canal, over which the troops placed in these defences must retire if forced by an enemy, or reinforcements pass from the garrison to support these works. The position of the redoubts and entrenchments covering Athlone on that side, was not judiciously chosen, because the left side of the river was the best ground to occupy, and the castle would have served as a *tête de pont*. The eminence a little above the town might have been strongly fortified, and the Shannon being between an invading enemy, the town and its defences would have stopped his progress towards the capital, and rendered a *coup de main* impossible. The works now being all on the wrong side of the river,—barracks, artillery, stores, and garrison, with nothing but an entrenchment and ditch, over which an active man could leap,—it must follow that the public expenditure at Athlone has not been more prudently applied than at Lough Swilly, Cork, and Limerick.

Numerous Martello towers have been erected on the vulnerable parts of the Irish coast, but they are not so placed as to afford reciprocal defence; and those which have been constructed near Dublin are of little advantage to the capital, as they are not surrounded by reveted redoubts.

An enemy's fleet might approach the Irish coast in the evening, and stand "off an' on," until night, and then push a body of land-forces on shore at Ballydoyle or Mallahide, and march directly to Dublin, which could be reached in two hours—the garrison surprised, or the city consumed by fire. An adequate naval force should, in time of war, be constantly in motion in the vicinity of the capital; and the wealthy town of Belfast, which is so open to attack, should also receive naval protection.

When General Humbert landed at Killala in the year 1799, with a

French force of not more than eight hundred men, he advanced towards Castlebar, where the King's troops had assembled under the command of General Lake, and, by taking the route by the strong pass of Barnagee, (which a single company of infantry might have successfully defended against his corps, but which was never occupied,) he approached within two miles of General Lake, before the King's troops were put under arms. At length, the forces in Castlebar were ordered to meet the enemy,—an affair took place, the French attacking General Lake's position *en échelon*. The militia, which composed the left of his line, were soon forced from their ground, and a very disorderly retreat, or rather flight, took place, and General Humbert was astonished at his success, as the numbers opposed to him were three times greater than his own. Though the population of the villages in which General Humbert halted applied to him for arms and uniform, they afforded him no active assistance, and Paddy seemed to have no other desire than to get a gun, and dress himself in *decent* clothing. It is singular that, on this occasion, neither Lord Cornwallis nor General Humbert seemed to be guided by military principles. The former, instead of directing a regular military force against the French corps, employed (except the skeleton of the 6th regiment, which did not amount to above one hundred rank and file) fencibles and militia; and these corps never having seen a shot fired by an enemy, made but a feeble resistance. And Humbert, after his victory, did nothing but march and countermarch, seeming to wish for an opportunity to conclude the campaign by laying down his arms.

Lord Cornwallis, after the affair at Castlebar,—for it could hardly be called an action,—either distrusting the militia, or miscalculating the force of the enemy, actually put nearly *ten thousand men* in motion to stop the progress of about 800 French troops, whose situation was hopeless; and the well-informed officers of the King's forces were mortified to see a veteran general of high military reputation, moving such an immense body against an antagonist of little professional character, and a corps contemptible in numbers and discipline.

Many plans of defence for Ireland during the late war were proposed, but nothing systematic was adopted.

The Martello towers and works of defence upon the coast never could prevent an enemy in force from effecting a landing. It might, therefore, be desirable to construct forts, or to convert the barracks, upon the great lines of operation from the coast to the capital, into fortifications, by placing bastions at the angles of their inclosures, banquettes behind their walls, and loop-holed at proper distances. The best positions for these fortified barracks are at Fermoy, Athlone, Omagh, Munstereven, behind the river Barrow, and at Drogheda, and Slane.

ALFRED.

NOTES FROM VAN DIEMEN'S LAND.

I CONCLUDED my last letter* as the ship swung to her anchor in the Derwent, and prepared to go on shore with the same feelings of joy a prisoner must experience when the moment of his liberation has arrived. My similies, you see, already partake somewhat of the colony. Although heartily tired of shipping, and the element that properly belongs thereto; I could not but admire the beautiful bay the river here expands into, being at least three miles in breadth, and forming as good a harbour for ships of all classes as any in the world: at present there are five or six three-masted vessels lying in it from distant ports in the other hemisphere, besides several smaller craft that have been built either here or in New South Wales, and are constantly employed in the traffic between the principal ports of these sister colonies, or in the trade to New Zealand, which is daily becoming of more importance; many boats too are rowing or sailing about, giving to the harbour an appearance of life and bustle, and seeming to argue well for the prosperity of the colony. But we have at last safely arrived at a landing-place, and will step on shore on the government wharf.—Here you may see some good brick buildings, some of them government stores; others, warehouses belonging to the whaling company, a flourishing concern; and you must notice a house on the right hand, with an ornamented portico and glass door, for it bears an inscription—those who run may read,—the “Commercial Tavern.”

Having arrived at the commencement of the wharf, and escaped from the importunities of various boatmen, who with genuine Portsmouth-Point eloquence have endeavoured to persuade you to take a trip across the river to Kangaroo Point, you turn to the left, and the principal street in Hobart Town, called Macquarie Street, lies in a straight line before you. You must picture it to your fancy as a wide and really handsome street, containing most of the public, and consequently the largest and finest, edifices the town can boast of. The first of these you pass is the Treasury, a substantial, and apparently well-planned stone building; in front of it is a wide, open area, intended for a market-place, flanked on two sides by houses, and on the side opposite the Treasury you see the high wall which partly surrounds the Colonial Hospital, and a small bridge leading to a half-finished street beyond. Continuing our walk up Macquarie Street, we pass the commissariat stores, erected on the left near the river, and then obtain an imperfect view of Government House, as it stands back from the street, and is surrounded by plantations of trees and shrubs: the grounds attached to it are not very extensive, but tastefully and judiciously laid out. The remaining buildings in the street of any note, are the Court House and Jail, the Bank, and St. David's church; it also contains many well-built houses and pretty cottages, being generally separated from each other, and surrounded by gardens planted and ornamented with various beautiful shrubs, all growing in this genial climate most luxuriantly.

* See our Number for July, 1832. page 345.

The coup-d'œil to a stranger just escaped from the narrow limits of ship-board is both pleasing and interesting;—so truly English in the style, cleanliness, and apparent comfort of the houses, that in walking up Macquarie Street you might almost fancy yourself in a second-rate country town or overgrown village in England; but extend your walk a few paces beyond the last houses, and the burnt stumps still remaining in the ground, and the fallen trees here not worth removing, soon remind you, that this is indeed an infant colony: look upwards, you see the summit of Mount Wellington rising above the clouds, rocky and sterile; look around, and bounding the horizon on every side, you behold eternal forests, reminding you that you are in a land yet unreclaimed from nature.

Once more we will proceed up the street, and notice, en passant, that large brick-building on the right, which would look like a castle-keep, if it had turrets, or like a mansion, if it had wings,—it is the Macquarie Family Hotel; and begging its fair hostess's pardon for not noting its many comforts, and assuring her, if ever I forget her civility, I shall never forget her bill, we have arrived near the top of the street, and on turning to the left the barrack-gates stare you in the face; enter, and we are on the parade-ground, rough and uneven, as my feet can verify.

Having “ordered arms,” and “stood at ease,” we have time to look around; and, perhaps, from no situation could you command a more extensive view of Hobart Town and the surrounding country.

The town, as I have before remarked, is situated between Mount Wellington and the river Derwent; the principal part of it is built on two ridges of land parallel to each other, which commence at the base of the mountain, and run with a gentle slope to the banks of the river. On the crest of the nearest of these ridges you may now trace the street by which we arrived at the barracks: it is intersected by several others at right angles; of these, the principal is Liverpool Street, which branches off from Macquarie Street, opposite Government House. It contains several respectable-looking houses and shops, whose windows make almost as good a show as any in a country town at home. Many streets lead off to the right and left from Liverpool Street; of these, Elizabeth Street may almost vie with it in the number and goodness of its shops and houses: these streets are again intersected at right angles by others, care having been taken in laying out the plan for the town, to make all streets leading towards the same quarter parallel to each other; and you may observe, at the outskirts of the town, where streets are marked by a few straggling huts and the stakes of the surveyor, and at present are streets but by courtesy, the same plan has been adhered to; so that, although Hobart Town is composed of buildings of every variety of form, size, and matériel, from the good substantial stone or brick houses of the more wealthy class, to the scarcely weather-proof bark-roofed hut of the newly located settler, or recently emancipated convict,—amidst all this incongruity of buildings, a uniformity and regularity is discernible, dividing what otherwise would be a miserable collection of huts and houses into a town of fair proportions. “Order is Heaven's first law.”

Such is a most imperfect sketch of the town. The country around it is wild and beautiful: so extensive and varied, as almost to defy any

attempt to describe it without the aid of an artist's pencil, or the many happy adjuncts that are always at hand in a *privé voce* colloquy, when one can always place a work-box or decanter to represent a hill or even a mountain, a piece of blue ribbon, or a drop of bright sherry spilt in too hastily filling your glass, drawn over the well-polished mahogany, may serve to represent the course of even the noblest river, and give a more correct idea of the locale of the subject of discourse, than a whole chapter of the clearest and best connected words could supply. But our present paper conversation admits of none of these facilities; so you must be content with the jumble of mountains and valleys, trees and water, that I shall note down for you, and arrange them as you best can from my rambling description.—To begin, then, with Mount Wellington, 4000 feet above the level of the sea; make one bold sweep of hills from it, none however of them to compare with it in height or grandeur, to the shore of the Derwent about four miles below Hobart Town. The land between the river and the foot of these hills is level and cultivated, and affords a good site for several farm-houses that appear to have been recently erected on it. On the side of the river opposite the town a few houses are to be seen standing on a neck of land called Kangaroo Point; around them for a short distance the land is clear: this is the only spot under cultivation the eye can discover on this side of the river; so that, instead of the well-ploughed fields and green meadows your eye is accustomed to, you must place hill after hill in quick succession, some of them jutting boldly to the water's edge, others receding in the distance, and cover them with a garment of wood, not, however, clothed in the cheerful green of the north, for a brownish tinge is the predominant colour of the foliage of most of the trees: in short, make the whole landscape unlike any you have ever seen; and if I may judge of your impressions by my own, you will have a better idea of the view before me.

The barracks are built upon a hill to the left of the town, which, however, now reaches to the gates; the buildings are all of one story, roofed with shingles. The quarters are good; I, as a sub, have two rooms, besides a kitchen and servant's room detached: and if the rooms are small so is the inventory of barrack-furniture,—one table, two chairs. The second chair I have heard a brother-sub declare,—suited the action to the word, by throwing his feet upon its seat, whilst No. 1. contained his better half,—to be the only luxury in the catalogue of a subaltern's allowances, and wonder Mr. Hume had never objected to it.

The climate here appears to be fine but variable; the days are now (in November) very warm; but the sea-breeze that almost invariably rises about 10 or 11 o'clock in the morning, and continues to blow during the day, prevents the heat from being oppressive. The mornings and nights are cold, and I understand this to be the case throughout the year. High winds are prevalent, and sudden squalls sometimes rush down from the mountain, and pass over the woods between it and the town with a roar like thunder. I have seen a boat's mast swept out of her by one of these sudden squalls. In fact, sailing on the river is dangerous when the wind is from the land; as a perfect calm is often succeeded by one of these tremendous gusts. But of all winds a north-wester is the most unpleasant, for it is the hot wind of this country; and, like the siroc of the Mediterranean, it seems literally to scorch any

part of your person exposed to it: however, it seldom blows for more than twenty-four hours, and is, I understand, of rare occurrence. In winter there are occasional snow storms, but it is seldom a sufficient quantity falls to remain for any length of time on the ground, although for six months in the year the highest peaks of Mount Wellington are constantly covered with it.

Nothing can speak stronger for the general salubrity of the climate, than the fact, that amongst the number of persons who were for three months in the bush during the late expedition to capture the native blacks, not more than two or three cases of sickness occurred; notwithstanding that the men underwent great fatigue, and were constantly exposed to the night air, with only a blanket or a sheet of bark for a covering. Of course you have long since heard of this expedition, and of its failure; I believe it will be the last of the kind. The nature of the country, broken as it is into precipitous hills and deep ravines, covered with forests of gigantic trees, and in some parts with underwood, bound together by a variety of creepers, so thick and matted, as to be in some places totally impervious, and in others, only to be broken through by dint of great labour, would render such an attempt as the last abortive. Over such ground, no advance could be made in line, and such communication preserved as to prevent the natives from either breaking through or secreting themselves; and thus being passed over, as almost every tree or shrub affords them a secure hiding-place; and their habits of savage life give them every advantage over their civilized pursuers. Amongst these advantages that the blackeys enjoy, not the least is that of being perfectly naked, and their dark skins so nearly resemble the scorched trunk of a tree, that it is almost impossible to distinguish one from the other; and as fires in the bush are of frequent occurrence, a great many trees and stumps of trees are to be seen, that when one is on the *qui vive* for a black, bear this most equivocal appearance.

A story is told here, that a party of natives were disturbed by the approach of some settlers, and as they were too near to allow of a chance of retreat, the blacks, hoping to avoid discovery, threw themselves into a variety of attitudes, some standing on their heads, and Grimaldi like, extending their legs, others remaining perfectly erect and motionless; this was done to represent stumps and branches of burnt trees: and the story goes, that the settlers advanced almost close upon them before finding out their mistake, so perfect was the deception.

Several of these native blacks, men and women, have been taken by a man named Robertson. He has made himself acquainted with their language, and persuaded some of a tribe he fell in with to accompany him to Hobart Town. I went with a brother officer the other day, to see them in a garden in the town; the party consisted of three men and three women their wives, or gins, as they call them. We found the party squatted on the ground, smoking and drinking small beer, of which humble beverage they appeared very fond; and from the air of perfect satisfaction with which the gentlemen puffed forth the smoke from their thick lips, occasionally handing the pipes to the ladies, who seemed not less pleased to take a whiff, a love of the divine weed with them must be inherent, and not, as amongst us, a taste acquired by much practice.

The governor had ordered these blacks to be clothed, and I could not but remark how perfectly free and unembarrassed they appeared in their unaccustomed habiliments, betraying none of the awkwardness and shyness an English clown would have shown before strangers; on the contrary, they seemed quite at their ease; and one of the females, a girl about eighteen, moved about with more dignity and grace than I have seen in many a fair lady in a ball-room: her figure was good, and she really walked most elegantly. Their language is soft, and apparently containing a great many vowels; they talked a great deal, and to judge from their frequent long peals of laughter, they were passing many jokes among themselves, perhaps at our expense. Having finished the beer, the men stood up, and at our request, began to dance. The women commenced singing a most monotonous tune; the dance commenced by the men walking round in a circle, at first slowly: the pace then increased to a trot, and facing inwards, each bent his body, and went round with a sort of sideways jump, and at a given signal striking the ground with the palm of the right hand, bounded up to the height of at least four feet: this was repeated until they appeared quite exhausted with the exertion. We sent for a fresh supply of small beer, and left them resuming their pipes, and passing round the can—a jovial party. In features these Van Diemen's Land blacks bear some resemblance to the African; exhibiting the same projection of the lower part of the face, and the same falling back of the forehead; their eyes are small, and very deeply seated in the head; they have woolly hair, and their skin is of a brownish or rusty black. The men show great dexterity in throwing the spear, which is about twelve feet long, and the size round of your fore-finger; with it they can hit the smallest objects, at a considerable distance. I understand they have a great dread of soldiers, whom they appear to consider quite a distinct race from men in plain clothes; for, from seeing them put their hands behind their backs to handle cartridge before loading, there is an opinion current amongst them, that a soldier possesses some of the properties of the glow-worm, and is, *par derrière*, a most combustible animal.

Society here is of course very limited, and is confined chiefly to people in government employ; amongst them there are, perhaps, some five or six families in the town who entertain.—so that here parties come “like angel visits, few and far between.” I have been to two or three, since landing, and find that these quadrille parties at the Antipodes are like similar assemblies at home, conducted according to the most approved rules for affording amusement to as many human beings as can be condensed into a given space without actual suffocation. In due form you are introduced to the fortunate fair who has attracted your attention, and you hear every word of the introductory sentence but her name. “Music arises with its voluptuous swell.” You struggle through a mingled crowd, where ladies and gentlemen, with the most serious faces in the world, seem bent upon proving to each other that they possess the full and free use of their lower extremities. You come out of the mêlée and behold, with a sort of incredulous wonder, that both your epaulettes still remain on your shoulders. Such is a quadrille party in a crowded room all the world over. The lower order of the population consists chiefly of convicts, amongst whom it seems to be an invariable rule, most religiously observed, to pilfer whenever they have an opportunity,

and to get drunk as completely and often as possible; and as generally all the servants in civilians' families are of this respectable class, you may easily suppose the young lady who "keeps the keys" to have no sinecure. I have as yet seen but little of the country; the farthest trip from town has been to a place called Austin's Ferry, about twelve miles up the river Derwent; of which voyage I send you notes from the log. Having laid in as good a stock of eatables as a party of Cockneys would deem necessary to support nature on a voyage from the Tower Stairs to Woolwich, we weighed anchor in the good boat, whose stern, decorated with a pair of pipe-clayed gloves, most lovingly shaking hands; from their dark green cuffs, plainly showing without the use of letters, that her name is the Union, and that she belongs to the — regiment. The shipping was soon cleared, Macquarie Point weathered, and a fine steady sea-breeze, which usually sets in every morning and continues to blow during the day, filled our sails and wafted us on the rippling bosom of the Derwent.

For the first two miles after leaving Hobart Town, the river is about a mile in width; the banks, on the right, precipitous, rocky, and wooded; on the left, sloping to the water, and covered with a straggling brushwood of gum trees, (very ugly,) beautiful mimosa and peppermint trees; it then widens on the left side, and on the centre of a curved shore you obtain a view of the government garden, which appears to be well-stocked with every variety of vegetables and fruits, all growing luxuriantly, intersected by well-rolled walks, and ornamented, wherever the situation admits, with summer-houses and rustic seats. Here the very genius of Cultivation seems to reign,—here is the triumph of art over nature: all around is wild, untamed, confused; rock upon rock, mountain rising behind mountain, but all covered, except here and there a space which presents a precipitous, rugged front, with one unvaried garment of wood, which one might imagine had never been threaded by the wandering foot of man.

But the breeze still blows, and we have arrived opposite New Town which is also situated on the left bank, within a deep and well-sheltered bay. The few houses that have as yet been built, do not belie its name. At this place there is a good farm belonging to government. The country around is much more cleared; and, when looking at a house, built quite in the English style by a Mr. Horne, surrounded by meadow-land, on which he has a good crop of English grapes, you might almost fancy yourself in England. About a mile beyond New Town, on the opposite shore, we landed in a deep gully, pulled up the boat, and made preparations for cooking. No scarcity of fuel: the bark of the gum tree burns like turpentine; it has the same peculiarity, I believe, as all the trees in this country possess, that of casting its bark annually and retaining its leaves throughout the year. We soon made a good fire, roasted some steaks, ate, drank, and were merry; and then proceeded on our voyage. Another hour's sail,—the river still presenting the same features; on the right, very rocky and high land, on the left, lower and less wooded, allowing you a beautiful view of Mount Wellington in the distance. You then enter a large and fine bay, almost equal in extent to the harbour opposite Hobart Town; a great extent of land on the right bank has been cleared and is under cultivation; and we could just distinguish a large farm-house

with out-houses, and apparently every convenience about it; and many a field of waving corn gave assurance that they had not been built in vain. On this spot it was at first intended to have founded the capital.

After sailing through the above-mentioned bay, the river again becomes narrow, and the high banks, thickly studded with trees, completely obstruct the view, until within about a mile of Austin's Ferry, when a sudden winding of the river displays a wide extent of beautiful scenery. Instead of the broad plains, bounded by sloping hills, which we see at home, you here look over a country that appears to have been heaved up like a sea in a storm,—hill and gully, mountain and valley, follow each other in such quick succession. The high lands present abrupt, broken ridges; and those that are not wooded, are barren, rugged rock, appearing strangely misplaced amidst the forests that surround them. The sea you might suppose to be their more proper element; and the roar of its waters, and not the rustling of leaves, the sound to be heard at their feet. But I am spinning out this poor attempt at a description of the banks of the Derwent, until, I fear, the thread of your patience has long since snapped. So we'll whistle for a breeze, and arrive at the ferry just in time to see the large flat-bottomed ferry-boat towed across with a goodly cargo of sheep, from "up the country," for the Hobart Town market; then "bout ship," and sail down the river by moonlight, with the comfortable assurance of finding fresh mutton in the garrison on the morrow.

G. B. P.

ARMY OF OCCUPATION IN FRANCE.

IN the autumn of the year 1818, three British officers desirous of visiting those scenes of military operations which had so lately attracted the attention of all Europe, crossed the British Channel and landed at Calais. This fortress is extremely well situated for defence. It may be easily covered by inundations on three sides, and towards the sea it could not be attacked by ships of war, as there is not sufficient depth of water—on the land side the ground is low and marshy, and by a little exertion and expense the sea could be introduced into its ditches, and an enemy kept a long time in the field, before he could approach the body of the place.

From Calais we proceeded to Tournay, which was then undergoing an extensive alteration in its defences. The old bastions were considered too small, and new ones on a much larger scale were constructing under the direction of English engineers. It will be recollected by the military historian, that Tournay was a fortress, the defences of which had been erected under the superintendence of the celebrated *Vauban*, but its situation on the side of a sloping hill rendered it difficult, if not impossible, to give it equal strength on all sides;—Tournay is therefore, notwithstanding the enlargement of its bastions, weak towards the hill, and still liable to have its defences enfiladed by the enemies' batteries on this commanding position.

We examined the field of Fontenoy, where the brave and steady

British infantry gained immortal fame, though obliged to resign victory to a gallant and better commanded enemy. From Tournay we proceeded to Lisle, and passed through a number of outworks before we reached the gate of that city. Lisle is considered one of the strongest fortresses in Europe: its works are strictly regular, and covered on all sides by advanced fortifications. The citadel is not so exactly placed as to defend the exterior faces of the two adjoining bastions of the city; but it is a regular construction, and from the view which we had from the Banquette of the ramparts of Lisle (for no stranger is admitted into the citadel), it appeared to be defended by a numerous artillery.

We walked round the walls of Lisle, and when out of the view of the sentries, ascended the Banquette, and examined the situation and extent of the outworks; they consist of counter-guards, crown-works, horn-works, ravelins, and redoubts all surrounded by wet ditches, and so numerous, that not less than 20,000 men are required to garrison the citadel and city of Lisle. The army of occupation being cantoned in Valenciennes, Conde, Bouchain, and other places on the frontiers of Flanders, we found in the first-named city several of our old companions in arms. The Duke of Wellington was expected by Sir Charles Colville, who commanded the garrison of Valenciennes, the day we arrived, and acquainted us that the Allied Army would be assembled in the plain of Denain, and a grand review and sham battle take place. We received permission from Sir Charles Colville to examine the fortifications of Valenciennes. Several of its outworks were in a ruinous state, and some parts of its ramparts still shewed the impression which had been made by cannon, when it had been besieged by the British and Austrian armies. It is very extraordinary, that the attack of this fortress, under the direction of an Austrian general of engineers (Ferrara), should have been commenced and carried on against the strongest part of the works, and a first, second, and third parallel were formed, and a cavalier of the trench, proposed by the Austrian engineer; but General Ferand capitulated before the cavalier of the trench was constructed.

When we had returned from examining the works, Sir Charles Colville asked our opinion respecting the situation and fortifications of his garrison, and upon which side it was most vulnerable. We at once stated, that from the view which we had taken of its defences, the weak part of the fortress was on the side of the citadel, and that when the citadel was taken, the town could not be defended. Sir Charles immediately went to his library and returned with a work of Vauban's in his hand, and shewed a passage in it which entirely coincided with our opinion.

During our stay at Valenciennes we visited Conde and Bouchain. These fortresses are upon a small scale, and their defences are all constructed according to the system of *Vauban*. Conde is extremely weak on one point, which we particularly noted in our observations; and Bouchain, on the contrary, is strong on every side, being covered not only with outworks, but by extensive inundations. It will be recollected, that it sustained a long siege in Queen Anne's wars, and was the last fortified place which surrendered to the Duke of Marlborough. His Royal Highness the Duke of Kent being then on the Continent, his arrival at the city of Douai was announced to the Duke of Wellington,

and the army was ordered to assemble the next day on the plain of Denain. We left Valenciennes early in the morning, and arrived on the plain, where we found the whole of the Allied forces (the Russians excepted,) drawn up in close columns of brigades. In looking at the troops of the different nations, it was manifest that the British of all arms were composed of the most muscular individuals, were better appointed, marched with greater firmness, handled their arms with more ease, and kept their distances, and *dressed* better, than the troops of any other nation.

Upon the arrival of the Duke of Wellington the whole mass of columns was instantly put in motion, formed in three corps, and marched towards the river Scheldt, which they crossed upon three pontoon bridges. The march was continued for some miles, when the action commenced by the advanced guards of the columns falling in with the enemy's outposts. Reinforcements were immediately sent forward, and the whole army continued to advance. At length the supposed enemy was discovered, and the Duke of Wellington ordered the infantry to form into two lines, the cavalry to compose a third line, and the artillery to occupy a height on the left, by which the whole field was commanded;—and this operation was executed with as much ease by a body of nearly 50,000 men, as if there had only been a single brigade engaged in the evolution.

The artillery made a tremendous fire, and the first line opened its fire by divisions; when the firing had continued for ten minutes—it was supposed that the first line had suffered severely, and the second line was ordered to advance, and passed through the intervals made in the first, each line throwing back its left subdivisions. This operation was performed with the greatest quickness and precision, and the second line now in front opened its fire and soon repulsed the enemy; this moment was judged favourable for a charge of the cavalry, and the whole of the third line passed through intervals in the lines of infantry formed in their front, and made one of the most beautiful charges ever witnessed on any occasion. The ground was favourable, and the rapid, regular, and decisive charge of upwards of four thousand excellent troops, excited universal admiration. After the army had been re-formed, the whole passed the Duke of Wellington in review order, and immediately after marched to their respective cantonments.

The day following, the Russian army, under the command of Count Woronzow, posted near Maubeuge, were also reviewed. In approaching the position of the Russian army, we fell in with numerous parties of Cossacks, who seemed perfectly at their ease, lying under the hedges; they are a dirty, squalid, ill-appointed body, but extremely serviceable in out-post duty. The Russian contingent consisted of 25,000 men, 2000 of whom were Cossacks. The Russian troops were formed in three lines—the fourth line was of Cossacks alone. We had heard much of the Russian grenadiers, but having seen them in Holland, their padded breasts and shoulders did not impose upon us, and we have no hesitation in asserting, that the British grenadiers are a very superior body of men.

The review, as is usual, commenced by the generals riding down the front of the army, after which three columns were formed in close order, and moved forwards towards two large tents, which had been pitched in

front of the army, when, upon the ringing of a bell, the columns were instantly halted,—their arms ordered,—their caps placed on the points of their bayonets, and all the officers quitted the ranks and walked towards the two tents, in which it appeared a number of Greek priests were celebrating divine service. Attracted by the simultaneous movement of the officers, we proceeded towards the tents, and found them fitted up as chapels, with as much “pomp and circumstance” as the Roman Catholic church; the priests were in splendid dresses of gold breccade, and the greatest part of the service was chanted, every verse ending with the word *Aleandra*, for it seems it was the birth-day of the Emperor. When the service was ended, upon a signal being given by the discharge of a rocket, the artillery fired a salute, the troops put on their caps, shouldered arms, and marched back to their original ground, after which they passed the Luke of Wellington, and returned to their cantonments.

We visited Brussels and Waterloo, but so much has been written on the subject of the decisive battle which took place near the last-named village, that we shall be excused for not offering a single remark upon the subject.

Near the city of Mons, we examined the ground upon which the battle of Genappe took place, and could not help laughing at General Dumourier's exaggerations; the position occupied by the Austrian general was upon a gentle eminence, which certainly commanded the field, but it was not “strongly fortified, or bristling with cannon.” The French army was double the number of the Austrian forces, and animated with the popular feelings of the day, they attacked with great spirit, and though repulsed in the first instance, they renewed the action, and finally dislodged their enemy.

The fortifications of Mons were then undergoing repair; but it will probably be found, when another general war takes place, that “man and his arms—the soldier and the sword,” are the best and cheapest defence of nations. Cambray exhibited nothing worth notice.

When a fortress is attacked, the governor or commandant endeavours to keep the besieging army, as long as possible, at the greatest distance from the body of the place, as he is perfectly sensible that when the enemy are able to batter in breach, their superiority of fire must ultimately silence that of the garrison, render the breaches practicable, and induce a general assault. His grand object then is to prolong the defences of his outworks, and for that purpose the most advanced redoubts should be, if possible, commanded by other constructions nearer to the glacis, and these should be under the fire of the horn works, crown works, ravelins, and counter-guards of the fortress; these latter works should all be mined, so that when forced or demolished by the superior fire of the besiegers, they may be blown up and rendered useless to the enemy. When the body of the place is thus uncovered, and battered in breach, much ability may be exerted in prolonging the defence: the gorge of the bastion attacked may be entrenched and vigorously maintained by arming an interior work, insulating the bastion; and there is scarcely a town which does not present contiguous buildings which may be converted to this purpose; another mode of defence is by well-planned sorties. The military reader will recollect the glorious and successful attack planned by General Elliot, the governor of Gib-

raltar, against the Spanish lines and batteries, which was conducted with skill, and executed with promptitude and vigour; he will also remember the sortie made upon the British posts by the garrison of Bayonne, when that fortress was besieged by the corps commanded by the late gallant Earl of Mopetoun, and feel how necessary it is to be constantly upon the alert—as the safety and reputation of the army depend, in a great measure, upon watchfulness, prudence, and activity—if you are negligent, or slumber in the presence of a skilful and enterprising enemy, defeat and disgrace may naturally be expected. The British officers are brave and honourable men, and they should, in order to place themselves at the head of an honourable profession, endeavour to acquire all the scientific knowledge which books can bestow. Is a position to be chosen and fortified, an engineer may not be at hand; and what is then to be done? Will the commandant of the detachment acknowledge his ignorance of fortification and lean upon the information of some inferior officer? This mortifying occurrence has often taken place, but I trust it never will be again recorded in the British service.

Should this paper fall into the hands of some of my young military friends, I hope they will reflect on what has been written, and nobly devote themselves with all their energies to the service of their country. When the present Lord Rector of the University of Glasgow was elected, he addressed the young gentlemen of the college, and pointed out the distinguished individuals who had been educated in that seminary, and held out their well-established fame as an incentive to his hearers to pursue the path of knowledge which had been trod with such honour and success by his predecessors, and thereby support the dignity and reputation of the university and of their country. May I not then, with the same honourable views, address the junior officers of the British army, and present to them the honoured names and high attainments of British generals and field-officers in the service, as a noble incitement to them to follow such worthy and animating examples. Recollect the illustrious Duke of Marlborough—the great Duke of Argyle,—

The state's whole thunder born to wield,
And shake alike the senate and the field.

Remember General Wolfe, whose military talents and literary attainments were highly distinguished—General Burgoyne, equally scientific and literary—the Marquis of Hastings, the statesman, the orator, and the able general—Lord Hutchinson—Sir John Moore—Sir Howard Douglas—Colonels Paisley, Napier, Sir J. T. Jones—and a host of others. The scientific acquirements of Sir H. Douglas and the Engineer officers last named, place them upon a footing with the most celebrated names in military history; and Colonel Napier, as an historian, ranks above all the martial writers of modern times. Like Cæsar, he has given correct and luminous representations of the operations in which he bore an honourable part, and has shown, with truth and fidelity, the incomparable talents and unparalleled success which have uniformly marked the career of his illustrious commander-in-chief, whose name must stand alone, encircled with unfading glory, "*WELLINGTON—the hero of the age.*"

WALKS ON THE CONTINENT.

BY AN OFFICER OF FOOT.

LA BELLE FRANCE is not as varied in its attractions to the pedestrian as many other countries—in England, the gentle undulation of the surface causes every turn of the road to discover some new beauties—in France, the scenery is naked, and the view is at once thrown upon you. The roads are bounded by never-ending rows of poplar or elm; at times the eye may command a view of this kind for miles; you have thus anticipated all, and arrive at the termination of your journey, fatigued but not amused. In the villages, there is seldom any rural sport going forward; at the cabarets the eternal dominos monopolise attention, and it is really singular how the light and effervescent Frenchman can pass so many hours at so stupid a pastime. In the north, and along the shores facing our coast, may frequently be seen groups seated in listless quietude round the earthen stoves; these are smugglers. At Ambleteuse chance threw me in company with a party of them, as there was no other apartment in which to take refuge: very little disguise was used as to the nature of their avocation, and as the contra-band article was intended for the English coast, little I imagine was necessary. In the morning, wishing a guide, a half-clad boy was introduced: on the road he seemed intelligent enough, and entertained me with a history of my companions of the preceding evening. At parting, he pressed me very much to take him into my service. I had little occasion for him, but thought he might be provided for; so he followed my fortunes, minus covering to either head or foot. After a time I recommended him to a friend, as I had found him faithful. Some years after, when he had entirely escaped my recollection, going into the King's Theatre, I was surprised at a person addressing me by name, with some compliments in the French language; I returned his politeness in the best manner the surprise I was in allowed, but stated, I had not the honour of knowing whom I addressed. "Est-ce que Monsieur ne se rappelle pas d'un petit garçon nommé Antoine, à Ambleteuse—Parfaitement bien—Eh bien? Monsieur, je suis cet Antoine; me voilà marié à une dame Anglaise tout à fait comme il faut, &c."—In truth, Monsieur Antoine had married a lady with a considerable fortune in ——— street, to whose father he had some time officiated in capacity of courier.—Some one says something about the tide, &c.—Antoine had not let it go by.

Frequently you may meet young men travelling on foot in various parts of France, sent at the expense of government to acquire a practical knowledge of the service for which they are intended. I fell in with Mons. F—— of Versailles, a student in geology; his native country was his first object, Corsica, Italy, and then Greece; for this purpose four years were allowed, together with a liberal salary, recommendations, &c. &c. Whatever may have been the errors of Charles X. he possessed the redeeming quality of patronising every thing which could tend to enhance the scientific knowledge of France, as these and many other instances sufficiently prove.

No people accommodate themselves more readily to circumstances

than the French. Near Rambouillet I had the right of shooting: the father of the gamekeeper to the estate, "*avant la révolution*" had been its proprietor. However, the poor man seemed perfectly contented in his situation, happy to remain on the estate;—his master, too, had not neglected to take advantage of the tide of affairs, as he had been successively *tapisserieur du Roi, au Consul, à l'Empereur*, and all the rest: his sign-board in the Rue St. Honoré yet retains in its rear the arms of the emperor, while those of the king blazon in front,—little alteration having sufficed for the last change. After you have seen most of France, the traveller will be inclined to think Voltaire was not very far wrong in appreciating the national character*, and that the greater part of the French people are ready at any moment, and under any circumstances, to shout "*Vive la bagatelle!*"

Germany.—Provided the traveller enters this interesting country by the north, he is really delighted: the simplicity of manner—the good feeling which seems everywhere to pervade is charming.—The "*guten appetite*" of the Kellnereen, as she puts your first course on the table—the friendly salutation of the peasant as he meets you on the road, tend to put you in good humour with the country—its inhabitants—and, above all, yourself; added to which, there is a well-bred freedom about every one, which makes you at ease, and you feel that if Germany is not England, at least some of its inhabitants bear a great resemblance to those of your own country.

Commend me to a dinner at Hamburgh!—here the first lord of the Admiralty, or either of his dinner-loving brothers, may get his health, and vegetate in felicity; the luxuries of Europe are at your command on moderate terms, and the table-d'hôte of the Herr Vedelmann on the Yungfursteig is not unworthy the consideration of either of the before-named gentlemen.

That the greater part of the Germans are a happy and contented people is beyond a doubt—that in Hamburgh, Frankfort, and some of the larger capitals, there is much vice and dissipation, is also unquestionable; but that the German character yet retains most of its brightest features, and that the peasant is still the unsophisticated and uncontaminated being he ever was, you are convinced of daily and hourly.

On a Sunday, passing through a village in Brandenburg, I went into the church during divine service—perhaps more from curiosity than a better feeling; the congregation were singing at the moment. Almost without raising his eyes, an elderly peasant of the higher class made room for me, shared his book, and by many little courtesies convinced me that good breeding is frequently to be found in those circles of life where you least expect it.

Again, on leaving Leipzig early one autumn morning, I overtook a fruit-girl, with whose beauty and figure I was immediately struck. Desirous of entering into conversation, I inquired the way to a town in my route (as I was bending my steps towards Dresden): she pointed it out; and on my asking its distance, the reply was, that she was uncertain, but that she had often heard her father say it was as far on the other side of the blue mountains on the horizon as we then were distant from them—that if ~~it~~ ^{she} was travelling so far, and on foot, I should be tired long

* A combination of the monkey and the tiger.

before night—that she was going nearly four miles on my route, and if I would allow it, she could easily put my knapsack into her basket. I tried to refuse, but her importunity prevailed, and she carried it until we parted. Many more substantial proofs of good feeling you may receive in Germany,* but few more disinterested.

It is very common to see parties of young men wandering along the road: in general these are mechanics recently out of their time; five or six, sometimes of a trade, form a party, one of whom carries a book; he presents it at the house of the trade, and receives a small sum, and on they go again. One party I fell in with were natives of Weimar; I overtook them near Znaim in Moravia, and they had been many months thus travelling. Over their usual apparel they wear a blue shirt of light material—a pretty general favourite in Germany, as I could not help fancying it rather ludicrous on seeing the late king of Saxony descend from his carriage at Pönnitz, similarly attired; and his majesty of Bavaria uses it as his ordinary costume when travelling.

Most of the many German capitals pique themselves on possessing some attractions either local or other: but I apprehend the traveller will fix on either Dresden or Vienna if he is for any lengthened sojourn, and as both are delightful residences, caprice or taste will decide the preference.

Vienna is commonly the most favoured, but there are few who will quit Dresden without regret. The scenery in the neighbourhood is exceedingly picturesque: every print-shop boasts the acquaintance of Meissen; but there are other charming spots more immediately in the neighbourhood, where the Dresden citizen takes his ease occasionally, and where the people (as indeed they generally do throughout Germany) enjoy themselves in a manner agreeable and rational; there are various gardens laid out with much taste and neatness. On certain days, the works of Rossini, Mozart, and their own favourite Von Weber, are played in a manner that would do honor to the first opera-houses in Europe; at the same time the female part of the audience are occupied in embroidery, netting, &c.

In some countries it frequently happens, that the more wealthy classes endeavour to distinguish themselves by the costliness of what they partake; but at these resorts it is not deemed plebeian by the most fashionable, to be delighted with the Weissen Bierre, any more than it would be thought aristocratic by the bourgeoisie, to be heard delivering their orders for hock or Johannisberg: the consequence is, all parties amuse themselves moderately, and without rivalry, and are thus enabled to frequent these amusements oftener, than others of a more expensive description.

Schandau, in the Saxon Schweiz, is the great resort of all who visit Dresden; and indeed, it is a most interesting country, and certainly affords a field worthy the researches of the scientific; but to a pedestrian, in search of the beauties of nature, it has few charms. Almost from the moment you enter the Saxon Schweiz, the mind acquires a fixed and settled melancholy, from which it scarcely ever, during your stay, divests itself. I know not how it was, but the gay scene at the hotel above the Elbe appeared to me to ill accord with the gloom of all around,—nature had put on her most forbidding aspect.

Vienna is a most fascinating spot: it is the Paris of Germany. Shall

I be pardoned by the rest of Germany if I accord the palm of beauty to the Viennese? The Austrian has more of the composition of a Frenchman in his system than others of the Germans: fond of shows and spectacles, in general he is a happy being; and whether Metternich rules ill or well, he is contented, and fondly attached to the reigning family. The Prater, Buden, and other parts in the environs, have recently been so ably and fully described, that an attempt to say anything might be deemed intrusive.

Perhaps it may be thought Berlin has been forgotten. The most trivial circumstances have sometimes a very great effect; under this impression I must confess my inability to do justice to Berlin, as I saw, almost with apathy, the rectangular streets and padded soldiery, and was happy to escape to more tranquil scenes. I had walked upwards of thirty miles on the morning of my arrival in this city, when I bethought me of a quiet ramble in the Linden Strasse. Meershaum in hand, I sallied forth; I had scarcely reached the linden trees when the police pounced upon me, meershaum and all—it was contrary to the law to smoke in the streets of any town in Prussia. I pleaded ignorance, and that I was a foreigner—after some little trouble I was discharged. Berlin found little favour in my eyes after this adventure;—a few days, and I was on the tramp for Potsdam. It is seldom a man will admire any law which he contravenes, however ignorantly. There is one good regulation at any rate in Berlin, which is worthy of imitation: every hotel-keeper, by a certain hour of the day, is obliged to place in your apartment the expenses of the day preceding, on pain of forfeiture.

Royalty in Germany does not keep so reserved a distance from its fellow-man as with us,—a king may be as frequently seen as any one of his subjects, and, in consequence, his appearance does not elicit that surprise or wonder it usually calls forth in this country. The king of Prussia annually visits Tüplitz with his beautiful countess; there he indulges in the most unreserved freedom, and may be seen conversing with foreigners of all ranks. Most of the sovereigns are nearly in this respect on the same good understanding with their subjects. Passing through Nuremberg, the landlord of our hotel (the *Weissen Ross*) requested us to do honor to the king of Bavaria on his arrival, who had ordered apartments at his house. At the expected hour we were drawn up in salutation array, and received his majesty with the usual number of congées. He conversed most affably with the visitors, and left us all much pleased with his condescension. My apartment being situated at the upper part of the house, I was surprised, on passing his majesty's chamber early in the morning, at observing a servant busily engaged in arranging his majesty's dress. The king was pleased to remember and courteously invited me to accompany him round the town. He was attended only by another person, and discoursed most affably on all the topics of the day. The king of Bavaria has something singularly wild and striking in his appearance; and perhaps, as his majesty has favoured the world in that way, it may be termed poetical. No monarch possessed more universally the love of his subjects than Louis, but late events have caused a sad bouleversement.

It is needless to extol the beauties of the Rhine—they are well known; many travellers speed up this noble river by steam to Mentz—on to Frankfurt, and from thence perhaps by way of Aix-la-Chapelle home again.

From this cursory view, but a feeble estimate can be formed of the German character. The contiguity of the Rhine provinces to France has given them a great deal of the manner of that country, added to which, they have been so overrun by foreigners, as to have lost much of the national feeling. At the hotels, instead of the quiet civility of the real German, you have the *civil* impertinence of one eager to be free of you, that he may sooner be the possessor of your money. The places of resort are in general extravagant, and mostly uncomfortable; for the former, the English are alone to blame, as they are seldom happy unless they are made to pay more than other people; and steam has caused so great an influx of visitors, as to oblige the hotel-keepers to diminish their accommodations in order to increase their gains.

It is generally a received opinion that the Germans are a slow people—if they have not the vivacity of the French, they are at least free from the characteristic tergiversation of that nation: the former knows his rights, and is true to the view he has of securing them, however clouded the prospect of so doing may appear; the further you are acquainted with the German, the higher his qualifications prove, while some of the accomplishments of his neighbour are but external.

THREE DAYS AT ELBA*.

THIRD DAY'S EXCURSION.

It was a saying of Dr. Johnson's, "that the happiest part of a man's life is that which he passes lying awake in bed in the morning!" How little happiness therefore did we enjoy, (in the learned doctor's estimation,) on the morning of our third excursion, for ere we had well passed the limits of our first sleep, it was requisite to prepare for our departure. However, our regrets were useless, as we had agreed to be at St. Giovanni before seven, in order to visit the eastern end of the island, a much longer excursion than either of our preceding ones: and most punctually, at the appointed hour, our boat ran upon the sandy beach below the hamlet, where our guide and ponics were in waiting, but no Andrea, to our infinite amusement, he having had too much of the beauties of the island the previous day to induce his again joining an English party of tourists.

All the roads seemed to branch off from this small fishing-village, both the old established paths of the country, and the modern ones made by the Emperor: one of these last we now followed, passing close under a green mountain called "The Asses"—though why it ever obtained this name no person could inform us; and it was the more singular, as everybody agreed in maintaining the assertion, these animals had never been seen upon the island;—had it ever been infested by them, the tradition would most probably have been handed down from father to son, like the legend of the Dragon's Treasure, under Capo Liveri. The road is chiefly carried near the sea, affording the most beautiful views imaginable of the deep bays, and their respective promontories, which on this side of the coast present themselves in rapid

* Concluded from page 333.

succession ; so that the eye has scarcely scanned the rugged outline and varied foliage of one headland, ere another presents itself to its view. The little fishing-boats scattered over the sea added considerable animation to the scene.

After passing a very small village, to which Giuseppe gave a name sounding something like Spartaja, he proposed our descending by a wretched path, to the sea-shore, giving as a reason for leaving the high road (to which the day before he had been so partial), that it would materially shorten the distance, as we could traverse the beach, instead of going round by some villages to which the Strada Grande would conduct us. Accordingly we followed his advice, and were soon convinced how much power fancy possesses over the imagination, when it is allowed uncontrolled sway ; for in this pass Giuseppe walked quietly forward, without evincing the slightest fear, though there were some fine yawning precipices, with the sea beneath, ready to receive the first person whose head failed him ; but he regarded them not, continuing on his way, (leaving us to drag our ponies down as we best could,) while on the Monte Serrata terror totally unmanned him. Having reached the bottom of this descent, without any broken bones, we found ourselves in a fine sandy bay, in which S—— picked up a piece of pumice-stone, but as this was the only specimen of the sort that we found upon the island, and, moreover, it was worn nearly smooth, apparently by water, we concluded it had merely been washed up to its present place by the sea.

Hardly any of the ground on this coast was devoted to the cultivation of any sort of grain. All the scanty portions of earth, not incumbered with rock, were laid out in vineyards ; the other parts, too diminutive even to admit of spade labour, or rather that of the curious tool which forms its substitute in these countries, were thickly overgrown with the same evergreens and flowers we observed during our first day's excursion. In one of the bays, and situated close to the shore, we passed a large white house belonging to the merchant who then rented the tunny fishery, which is celebrated in this one particular bay, to which it gives its name. Several fishermen were busily employed on the shore mending their nets, and in answer to our questions, they gave us a confused account of the manner in which the fish are taken, pointing to several boats lying at anchor across the mouth of the bay, to which were fastened immense nets, also made fast to the bottom of the sea, by means of cables and anchors. Into this net there is but one entrance left, which the men said was placed according to the direction from whence the fish would reach their coast, and this they could always regulate by the seasons ; they also added, that their companions who were stationed in the boats could see when the shoal made its appearance, and as soon as any quantity had made their way inside the net, the aperture was closed and the prisoners taken, many of which were immediately placed in a large building, through which the sea flows, in order to keep them alive. The two old men, who were the principal spokesmen upon this occasion, being, I suppose, both equally desirous of imparting information, judiciously thought, if they both spoke at once, we must inevitably understand them,—and had the tenor of their discourse been the same, possibly we might ; but, unfortunately, while one was explaining with unprecedented volubility the manner in which the fish

were taken, the other was discussing its merits when dead, thus dividing our attention,—and the whole conversation passing in very incomprehensible Italian, it required a good portion of ingenuity to understand any part of it. Of the price of the rent paid they could give us no idea: but gave a confused account of paying a tax to the grand duke or lord of the manor, which, when the fishing first commences (in May), is very trifling; but as the season advances, this tax is raised in proportion to the number of fish taken. Our informants, however, both agreed in loudly asserting, the whole Mediterranean could not boast a better fishery than this, both for quality and quantity, as well as size of the fish, many of which they assured us measured more than six or seven feet in length. As this seemed to be the winding up of their intelligence, we gave them something to drink success to their present fishing season, and leaving the bay, rejoined the high road, where, meeting a mule laden with panniers, between, or rather across them, we saw a fine tunny, which appeared upwards of five feet in length; but the fiery animal upon whose back he journeyed taking fright at our cavalcade, turned round like lightning and set off at speed, in a few moments lodging the unfortunate tunny safely in a deep ditch, from which Giuseppe and his discomfited guardian raised him, and we left him on a bank, while the donkey driver proceeded in quest of the terrified animal, most probably found at the great tunny depot.

The rocks which bordered the road-side were of various sorts of granite, and those on the shore worn into the most curious shapes by the waves. One large solitary cork-tree was to be seen, looking very much like a land-mark, but we could distinguish no traces of any others.

At last we came in sight of the Marina of Marciana, which appeared a rich and thriving village, prettily situated on the shore of a deep bay, in which there was a rock, with a small round white building like a Martello tower; but we could hear of nothing in the story line belonging to the said tower, either of former times or present. There is a very small plain immediately behind the Marina, which, with the lesser hills encompassing it, were thickly covered with vineyards and pretty-looking little villas. The larger villages of Marciana and Poggio (indeed, by the islanders they are denominated towns) were also in sight, and highly picturesque was their appearance, both situated upon fine heights, totally surrounded by large woods of sweet chestnuts, the only trees of this sort in the island. Boat-building seemed to be the principal occupation at the Marina, many of which were on the stocks, and some just ready for launching. A very civil woman came to meet us from her house, and politely pressed us to go and take some refreshment, which, however, we declined. She told us she had not been three times at Porto Ferrajo in her life, and seemed not a little surprised we should take the trouble of coming so far merely for the pleasure of looking about us, and then going back again, as we assured her this was our only object in visiting Elba. Some more of the inhabitants joining us, we discovered they had at first taken us for French, whom they dislike extremely; they said, and were much pleased on being told we were English. We could discover no reason for this dislike, but heard a pretty convincing proof of its reality, for they told us, when a body consisting of eight hundred French troops were landed here, in order to revenge the slaughter of the garrison at Capo Liveri, the towns of Marciana,

with its Marina and the town of Poggio, united in the determination of destroying every man. Accordingly, they retired under the cover of their chestnut-groves, from whose branches they supplied themselves with strong forks to support their guns, nearly of their own height, from which they took such unerring aim that the few survivors were glad to make a precipitate retreat to their boats. I suppose this anecdote was unknown to our well-dressed friend of yesterday, or perhaps he would have added it to the one he related of Capo Liveri.

It was our intention, on leaving St. Giovanni, to have ascended to the chapel of "La Madonna del Monte" on foot, leaving our ponies to be fed at Marciana, through which we must have passed, and from which the shrine was about two miles distant. Our object in visiting it was to see the view, which was now withheld from us by the ridge of mountains upon which it stood, placed. we were told, upon the very edge, and said to be a favourite resort of Buonaparte's, from whence he could contemplate at his leisure great part of the island of Corsica, and Bastia its capital, which was sixty miles off. But as the view alone was our inducement, we abandoned the idea, the haze at sea being too great for us to distinguish any object above a mile or two from the shore; and we determined, instead, upon crossing the island to Campo.—Poor Giuseppe! another expedition in an unknown country,—it really was too much for two succeeding days, and he earnestly entreated we would not go, assuring us also it was at least nine miles.—"It's no such thing," cried a countryman who was standing near,—"it's only three!" We immediately asked him if he would undertake to show us the way, to which he willingly agreed; and, therefore, under his guidance we departed, and found the first part of our path extremely severe for the ponies, which, though of course we walked, suffered greatly also from the excessive heat and dust from the sandy soil, without either shade or water. Poor Fuga was nearly blinded, and constantly lay down, apparently with the intention of letting us proceed alone; and I do not think the animal could have supported it much longer, had we not met with a little refreshing shade, and shortly afterwards some remarkably fine springs of water, in greater plenty than we had before seen in the island. We obtained views of the coast of Italy as we proceeded; and the first one of Campo, with the villages of St. Pietro, and St. Ilario on heights above, the Marina of Campo on the shore, with those of Sta. Catharina and Porto, formed a beautiful landscape. Our new guide seemed to have exhausted his whole stock of learning when he informed us how far it was to Campo, for no other intelligence could we obtain from him; but, maintaining a rigid silence, he strode forward at a great pace, totally regardless of several dark green serpents, which were comfortably basking in the path,—neither did they move until our poney's foot approached; they then darted into the low brushwood. (S— had killed a small gray one on Monte Serrata, and seen several, but Giuseppe said they were all perfectly harmless.)

Just before reaching the village, we saw three sheep tethered on a green bank, the first we had observed in Elba; but neither of our guides could tell us if they were common there or not. We were conducted to a sort of village shop, which, they said, was the inn. Accordingly we entered, and inquired if we could have something to eat; and mine host having replied in the affirmative, busily occupied himself in

spreading upon a table all that his house possessed, in the way of food; and which consisted of bread, cheese, eggs, bacon, and wine. In the preparation of the eggs and bacon, he was ably assisted by two custom-house officers; and it was by no means a subject void of amusement, watching these three men cooking our dinner, while the hostess, with her long waist, white sleeves, and thick petticoats, stood looking on; though certainly she was as much taken up with examining our countenances, as in watching the progress made by her lord and master in the sublime art of cookery. However, when she had sufficiently stared at us, she vanished, but quickly returned, bringing several pretty little round baskets, formed either of very young twigs, or rushes, which were full of delicious fresh curd, made of goat's milk. In short, we enjoyed a most magnificent feast; and I strongly recommend all *bon vivants* to proceed without loss of time to Campo, where they will probably arrive with appetites as keenly awakened to the beauties of eggs and bacon as ours were.

The united talents of the landlord and his two friends of the Customs failed in inventing any anecdote with which to adorn either of the neighbouring villages; therefore, having paid and dismissed our silent attendants, we set out upon our return to Sta. Giovanni, to which place, they said, we could not mistake our road. Passing through Sta. Catharina, we gathered some beautiful double pomegranates, in full bloom, but they appeared only to grow in one particular spot. We also here saw a few patches of fern, but in extremely small quantities, and not a vestige of whin or furze, in any part of the country. The shrubs and flowers continued the same, both in species and luxuriance, but the surrounding scenery was far inferior in point of beauty,—our morning's ride being across the island, with nothing particularly interesting, unless rows of vineyards and fig-trees can be thus designated.

We now questioned Giuseppe whether there was any other part of the country which would repay us for visiting; but he assured us we had now seen all,—not only all that any of our predecessors had ever viewed, but a great deal more. This, however, was immaterial to us; though as it seemed really true there was nothing left to visit, not only by his statement, but that of every person with whom we had conversed, (and I think it will strike our readers that we were rather gifted with the loquacity of the French, than the sublime taciturnity of our own nation, as we seldom met a person without asking questions,) we consequently determined upon taking leave of Elba the following morning, wind and weather always permitting; and therefore turned to take a last look at the imperial country-house, of which we then had an exceedingly good view; and had the Governor been at home, (to whom it now belongs,) we might have been tempted to have paid his excellency a visit. Some very fine elms grew in a little valley beneath the terrace on which the house is built, and which we had been unable to distinguish separately from the other foliage, at our first view from the bay of Porto Ferrajo. Finally, joining the road we had pursued in the morning, a short ride brought us to St. Giovanni, after an excursion of five-and-twenty miles; the first part of which had certainly been most beautiful.

THE FUNGUS.

A LEGEND OF PORTSMOUTH.

"THE bottom of a ship, lying at Spithead some time ago, being supposed to be foul, it was proposed to *hog* her. The meaning of this technical term is best understood by getting at its derivation backwards, thus, hogging—scrubbing—brushing—bristles, and then the distance is but a short one to the back of a hog. On bringing up the hog it brought with it a lump or mass of irregular form, about the size of a small hamper, and apparently from the fractures, and parts where it had been bruised, composed of some white substance. It was landed, as the phrase goes, on the deck of the ship, and nobody seemed to pay their regards to it much more than to other ugly out-of-the-way things that were fished up at the same time.

Not so the learned;—to them the happy nondescript was a large nut, which they promised themselves the exquisite satisfaction of cracking in their own way. It was conveyed to the dock-yard, to the *camera particolare* of the officer whose province it is to guard the wonders of the "monstrous world," and there placed in a deal box, like an Egyptian mummy in a sarcophagus, with a suitable inscription, directing the attention of the learned to the supposed fact of its having been disengaged from the ship's bottom; where it lay for the inspection of the curious in curiosities, while a caravan was building to convey the mysterious stranger to the British Museum, or to the United Service ditto, according to the decree of the commission *de musæo mittendo*, assembled on the occasion; and further to ensure its safety in every possible way, the clerk of the office put the key of the door in his breeches pocket at a quarter of an hour before sunset every evening punctually.

Various were the opinions hazarded,—it was wood, leather, spermaceti; it was hard to say what it was, but it was not a bit easier to say what it was not.

The learned Dogmatuus, taking a piece off and rubbing it between his finger and thumb, declared it to be chalk which the salt water had deposited on the copper of the ship's bottom,—“and how Nature has contrived to get through this hitherto unsuspected, this ultra-incredible operation, is a problem with whose solution I shall shortly delight the ears of the learned world,” said Dogmatuus to himself as he walked home to write a quarto on the subject.

“It's nothing,” said the captain's steward of the flag-ship, “but the mildewed dirty clothes-bag of the captain of the Royal George, when she sunk at Spithead seven and twenty years ago.”

“They'd get plenty of them,” said an old boatswain, tipping the wink to a dealer in marine-stores, “if they was to hog *Spithead*.”

“I trust,” said Pedanticus, “that I shall ever regard with profound admiration that beautiful union of gratuitous hypothesis with a servile adherence to facts, that enables my learned friend to explain the inexplicable operations of nature in a manner even still more inexplicable; but I shall deny that chemistry and mineralogy have advanced to the dignity of the sciences, if I do not prove incontrovertibly, by arguments drawn *a priori*, that this interesting *lusus naturæ* is carbonate of soda,

—and not only that it is carbonate of soda, but that it cannot by possibility be anything else.” The famous philosopher then bowed triumphantly to his friends, and retired homewards, meditating an 8vo. pp. 800.

“Psha!” said the erudite but impetuous Metacrites, “it is neither chalk nor soda; and as for the hypothesis of the consolidated foul linen, I hold it to be utterly unphilosophical and contemptible.—It is,” said he, putting on that face of severe scrutiny, without which everybody knows it is impossible properly to understand anything, and looking as if he was determined to overcome the difficulty by fairly frowning it out of countenance,—“It is,” said he, with a sniff, “a *fungus*!” “A *fungus*!” replied everybody,—“so it is.”

Now whether it was that fungus was a word which people living near sea-ports understood better from being used to it, or that it sounded more philosophical from its Latin termination, while on the other hand, chalk was a poor vulgar creature that nobody cared about, and that carbonate of soda might have lost its ground by smelling somewhat of the apothecary’s shop, or by putting people in mind of the heart-burn, it would be difficult at this distance of time (for in these modern and changing days an affair of last week begins already to be considered a matter of antiquarian research) to determine. There is, it must be confessed, a kind of euphony about the word,—something in fact to hang one’s curiosity upon; it seems to have a Chinese head, *fung*, and a Latin tail, *us*.—However all this may be, certain it is the word took. The dock-yard gates on opening their jaws at dinner-time transmitted the word *far*, and wide with the rapidity of the magnetic fluid, which philosophers tell us is infinite, and which, therefore, is tantamount to just none at all; and magnetism, like Sir Boyle Roche’s bird, is in two places at once. By its own native elasticity, it bounded from one head to another, and “*fungus*” was the mainspring of conversation.

A matey,* dining with his wife, could talk of nothing else. “What the deuce have the man got his head full of to-day?” “*Fungus*!” said the husband. Cards were neglected—it was impossible to pass an evening with common rationality. People who play cards like whist. The association was irresistible, a rubber—India rubber—*fungus*.•

The word was absolutely infectious, as Zimmerman tells us the mewing of cats was in a convent of nuns. The brute creation were affected by it; there was not a post-chaise to be had for love or money, for thirty miles round the fungus.

“I can’t drag one leg after the other,” said a tired postilion, as he approached the stable door with the harness over his shoulder; “and how my horses are to do it, and the post-chaise into the bargain, I can’t see.” “*Yea-up!*” bellowed he as he opened the door to “arouse the jades” that lay with their legs and necks stretched to every point of the compass,—“Out you go again; I wish the fungus!”—at the word *fungus* one of them, the only one that could, slowly raised his head towards the door, lifted an eyelid of despair, and then sank back again with a faint sigh, that could scarcely be distinguished from the rustling of the straw.

The postilion advanced, he *come-up’d*,—*chitted*,—not an ear moved. He was a man of feeling, yet he ventured on a kick,—it was too late, they were past kicking,—there was not one pulsation left between ’em.

There is no knowing how long this excitement might have continued to harass the nerves of the population of the south division of the county of Hants, or what might have been its effects on the voters at the approaching election, had not a sagacious spirit discovered, under the disguise of a subject of mere curiosity or scientific speculation, a cause of deep disquietude, the discussion of which led to measures that rapidly brought affairs to a crisis, and like a sudden depletion, allayed the fever in the public mind. It was suggested, that the chalk, the soda, the dirty clothes-bag, the fungus, or whatever it might be, (for it was the beauty of the new theory that it did not signify what the lump was, or what it was not, as long as it was there,) might be the product of a kind of fermentation going on, or supposed to be going on, (which, among the learned, is one and the same thing,) in certain ingredients used in the construction of the ship. This, it was advanced, might brew some mischief,—nay, much mischief, in the bottom; and as it was not known what it was doing, so it could not be foreseen what it would do, and still less what it might do! Whether, for instance, it would burst the planks off the bottom at once, or be content with slowly gnawing them off, as it were; or whether even spontaneous combustion might not be the sudden and fatal result, as in a hay-stack or a dram-drinking human being. Besides, it could not be known how long the *flower* had been *budding*,—it might be the growth of a year—of a month—of a week—of a day! Again, it was true it was only actually discovered in one ship as yet, but it was impossible to say whether it might not be already existing in two ships; and if in two, why not in three? and so on: and thus, in a regular *crescendo*, by the most legitimate application of the argument “from successive inferences,” it was plain to demonstration, that his Majesty could not be sure of the lives of the crew of a single ship in his fleet for four-and-twenty hours!

At the promulgation of the new theory, flushed and feverish curiosity gave place to pale alarm, in urging every possible effort to relieve the intolerable suspense.

In the mean time the learned pursued the discussion with great vigour in their way. The Fungusians, who, as it has been hinted, were by far the most numerous, proposed to conduct the argument with geometrical rigour, and so they started with this proposition, viz. :—

“It either was a fungus, or it was not.”

To this there could be no possible objection, and thus far they were unanimous. Now it was evident that the proof of the first clause—viz. “it was a fungus”—must depend on some properties of a fungus common to this mass; but previous to entering on that discussion, a member proposed, as a *sine quâ non*, to throw out the second clause, viz. “it was not a fungus,” as irrelevant; because, in point of fact, that opinion did not belong to the sect, and any member who supported such a direct heresy must, by the rules of all sects or societies in like cases, be expelled as a traitor. This reasoning being quite unexceptionable, the clause was thrown out. Now the next step was an important one; for, said the member who spoke before, “if it was a fungus that we saw to-day, (and that it was, no one who supported the last resolution will now, of course, call in question,) then what we saw to-day is a fungus; and the discussion of properties before alluded to being now unnecessary, there is an end of the matter.”

But the question was far from settled notwithstanding; for the chalkists and carbonatists, not having followed the path of pure reason, and being accordingly, in the opinion of all the highest authorities on the subject, empirists, or mere quacks, differed rather materially.

The carbonatists having declined, as all sects invariably do at the earliest opportunity, from the principles of their founder, had, in leaving the *a priori* reasonings of Pedanticus, approached more nearly to the principle, or quackery, of the chalkists; and hence their mutual arguments tended naturally to violence and acrimony, which increased, as it always does, in the direct proportion that the real difference in opinions decreases.

All thought the thing difficult; some despaired of its solution. They were wrong though; for it is always dissolved to line cloaks.

During the heat of debate a cool looker-on remarked, that as they were sitting near a very good fire, they surely had best at once throw a piece of the stuff in question into it, to see if it would burn, and thus set at rest for ever the pretensions of two of the parties out of the three. At this a furious tumult took place; all parties were vociferous; for, said they, if this fellow (who must belong to one of the other two parties, in spite of his affected coolness, sitting so near the fire as he does) succeeds in getting a piece of it into the fire, and it happens to burn, we shall lose one of the disputed points, and therefore the interest of the discussion. Another, still less fortunate, in alluding, though in the most delicate manner, to the word acid, was instantly kicked out, and a resolution proposed and carried unanimously, (the only point of unanimity besides the kicking,) that it was unworthy the dignity of any true philosopher to tolerate such an unfeeling, carpenter-like mode of determining any point in a refined and beautiful theory, as trying whether it would succeed or not.

Lord Bacon remarks, that the empirist is like the ant, who hoards up whatever she can find; the rationalist, on the other hand, is like the spider, who spins his web out of his own bowels; the true philosopher combines the qualities of both, and discovers the truth he searches. It would have puzzled his lordship, notwithstanding, to make anything of the dispute between the Fungusians and the Quacks.

In the midst of it all, the delightful news came down that the ship was to be docked. The county pulse quickened on the average fifteen beats a minute. Portsmouth was in a fever—it was lucky it did not happen in the dog-days. "We shall see the roots of the fungus sticking out of the ship's bottom," said everybody, except the Captain's steward of the flag-ship, the superannuated boatswain, and the dealer in marine-stores.

In the middle of the discussions and conjectures which the approaching crisis inspired with terrific energy, among the officers, the sailors, the mateys, the convicts (the latter of whom, by the bye, were staunch Fungusians to a man, for they wisely took into consideration that a good plump fungus about high water mark, would be a much more manageable kind of a thing, to a gentleman who wished to see a little of the world, than the relentless ribs and bars of the prison-ship)—they contrived amongst them to lose the tide, and the heart of Portsmouth was condemned to palpitate another day. At length the ship was secured—the tide fell. As the dock emptied of water, it filled with the curious,

who, with "printless feet," (for they stood over shoes in water in their eagerness to see what they should see,) "did chase the ebbing Neptune." The inside of the dock bristled with sticks, umbrellas, and extended arms, like the face of a Lacedemonian phalanx—(see "the plates in Potter's Grecian Antiquities.")

Several persons pointed to where they thought it *might* have been—everybody pointed to where it had *not* been.

In vain the mateys roared out, "Heads below!" as they launched the shores thundering down the slippery sides of the dock;—nothing was attended to, nothing was heard, but "There it is!"—"No it isn't!" The "noes" had it.

"Did ever anybody in this world," said a fellow in a rigger's jacket and trowsers, "ever hear such a pack of nonsense about a lump of BOATSWAIN'S TALLOW!"

LINGO DRAWN FOR THE MILITIA.

MR. EDITOR,—The following humorous and spirited lines, written, during the alarm of the French invasion, by the celebrated Professor Porson, are not I think generally known, and believing that they cannot appear in a more appropriate place than in the pages of your valuable Journal, I have taken the liberty to send them. I am, &c.

Edinburgh, 1832.

T.

Ego nunquam audiui such terrible news
At this present tempus my sensus confuse;
I'm drawn for a miles—I must go cum Marte,
And, concinnus ense, engage Buonaparté.

Such tempora nunquam videbant majores,
For then their opponents had different mores:
But we will soon prove to the Corsican vaunter,
Though times may be chang'd—Britons never mutantur.

Mehercle! this Consul non potest be quiet,
His word must be lex—and when he says fiat,
Quasi Deus, he thinks we must run at his nod,
But Britons were ne'er good at panning, by G—.

Per mare, I rather am led to opine,
To meet British *naves* he would not incline;
Lest he should in mare profundum be drown'd,
Et cum algâ non laurâ, his caput be crown'd.

But allow that this boaster in Britain could land,
Multis cum ahis at his command:
Here are lads who will meet, aye, and properly work 'em,
And speedily send them, ni fallor, in Orcum.

Nunc let us, amici, join corda et manus,
And use well the vires Di Boni afford us,
Then let nations combine, Britain never can fail,
She's—multum in parvo—a match for them all.

RECOLLECTIONS OF A SEA LIFE.*

BY A MIDSCHIPMAN OF THE LAST CENTURY.

WHILE upon the subject of narrow escapes in boats, I may mention another which arose from my own mismanagement or want of forethought, as it may possibly prevent some young officer from getting into a similar scrape. When I was Lieutenant of H.M.S. A—, cruising off the coast of France, we were despatched in chase of an American merchant-ship, which appeared to have come out of a French port. This was during the existence of Bonaparte's Berlin and Milan Decrees, and our reciprocal Orders in Council, which endeavoured to put an end to all neutrality, by each of the great belligerent nations interdicting all the world from having intercourse with the other.

Bonaparte's power was great; but the edicts of a despot, and even of one who has had talent to make himself such, cannot be enforced over a wide extent of country in opposition to the habits and interests of the people. Bonaparte failed to exclude the productions of Great Britain and her colonies from the Continent. The complicated nature of British commerce soon made it necessary for her government to relax its Orders in Council, by granting licenses for neutral vessels to enter the ports of France; and such licenses, being easily forged, were manufactured and sold at a cheap rate; but vessels trading by them were obliged to conceal the fact of their having them from the French authorities. They also had a great objection to being boarded by a British man-of-war upon the high seas; for such communication was, by an edict of Bonaparte's, made equivalent to their having been in a British port, and subjected them to condemnation if they afterwards came into a French one.

When we started in chase of this suspicious vessel, we had a moderate breeze, and a fine blue sky, the wind about south. It was a favourite maxim of a much-respected commander with whom I once sailed, that we should "never trust a Frenchman or a southerly wind," and so it turned out. The sky soon overcast, and the wind increased to a gale. The chase was on our weather-bow, and made all sail from us. She sailed well for a merchant-ship, but was light, and soon lost her advantage of being to windward. We got her under our lee-bow and carried our foretop-mast studding-sail until it was blown away. For a while we carried the maintop-gallant sail over double-reefed topsails, but were forced to take it in; however, as we could now round in our weather-braces by reeving preventer ones and settling the topsail halyards, we continued to carry this sail over the courses with the jib well eased in on the boom, and kicked up a furious foam as we ploughed through it. Our cross jack yard not being supported by braces, went off into three pieces, and sent the fragments of the mizen-topsail clattering about our ears until we got it taken in. Our chase carried sail well too; but it now became too much for her, and besides, she saw that we were gaining ground upon her fast, so she took all in but a close-reefed maintop sail. Our ship was well manned; so having close reefed the topsails, the watch was left to take in further sail as we neared her. It happened to

* Continued from p. 213.

be my watch on deck; and when we had taken in the foretop sail and were running down under the maintop sail and foretop-mast stay-sail, orders were given to clear away the boat. This reminded me that if she were despatched during my watch it would be my duty to go in her. I had been out in rougher weather; but the business of facing it now was not a pleasant one: the sea was running high, and there was no excitement in the prospect of boarding a light merchant-ship that we well knew would have a licence, whether real or fictitious. Before we were near enough to round to and lower the boat, the watch drew very near to a close. We are not always in the humour for enterprize, and although I was ready enough to have gone in the boat with a good grace while it was my turn for duty, I felt at this moment an unworthy anxiety to hear the bell strike that should call up my relief. When we were about to round to, the end of the watch was reported, and the bell was struck as the helm was put down! I was prepared to let the boat be lowered and hauled up alongside for her officer in due form.—“S— will be in no hurry with his relief,” thought I,—but I was mistaken. Before the sound was out of the bell he appeared. The sight of his hat as it ascended above the deck with the last stroke of the bell turned the tide of all the illiberal calculations of the last five minutes; so I pocketed the boarding-book, and nodding to my friend S— to take charge of the ship, jumped into the boat and was lowered down in her with the crew, instead of waiting for her to be hauled up for me, notwithstanding the remonstrances of S—, who claimed the duty as his.

We got alongside of the American ship, and jumping on her deck with a lee-lurch, I was soon satisfied that she had one of the licences above-mentioned; so, noting her name, &c. in the boarding-book, I returned to the boat and ordered the bow-man to shove off, the men having their oars in perfect readiness. But here is the point in which I was wrong, and to which I would call the attention of young officers. The ship was so light, and driving so fast to leeward, that we could not get free from her side to make the oars effectual, until by her drawing a-head we came under her counter, which fell upon us with the send of the ship, and would infallibly have sent us under water if the gunnel-streak of the boat had not given way. Before the stern of the ship fell a second time, she was far enough a-head to be clear of us, but barely so, and her counter grazed our stem as she fell. Had I done what was right, and looked about me before I returned to the boat, I should have directed the master of the ship to hoist his fore-staysail and put his helm a-weather, until the ship, and therefore the boat alongside of her, had steerage-way; and then jumping into the boat, given her a broad sheer off before we slipped the rope that held her. Had I done so we should have dropped astern, clear of the ship without any trouble. As it was, I was more fortunate than I deserved to be. We got back to H.M.S. without further damage.” Our summer gale broke up, according to the beautifully descriptive line of Tommy Moore, “A beam of tranquillity smiled in the west.” We made sail and rejoined the fleet. But this is some years in advance of the voyage with which we were going on.

Having got into the lazy latitudes again, our progress was slow, and a good many days passed in the calm and hot weather before we made the Island of Sandal-wood, and at last anchored in the Strait of Sapi, at the east end of the Island of Sumbawa. The first day was spent in trying to open some negotiation with the natives. A captain of one of

the Indiamen who had been in these seas before, undertook this diplomatic mission. The chief declined to give any formal permission for our being supplied, from a fear of the Dutch at some factory in the neighbourhood who had assumed an authority over them; but we afterwards found the people inoffensive, and ready to sell us turtle, buffaloes, live stock, and vegetables for ringas (dollars), of which they perfectly understood the use. When the news of our arrival spread abroad over the island, and it was known that there was a ready demand and good payment for those articles, they became abundant; but for the first day or two there was but little prospect of our being able to obtain any supply beyond that of wood and water. On the first day none of the natives came near us. The captain of the Indiaman who had gone on shore, happened to be a sportsman, and knew what he should meet with, so having taken a fowling-piece with him, he bagged a lot of pheasants, and brought a leash of them to our captain when he returned. This was the only fresh meat in our ship this day excepting that in the cockpit. The midshipmen of the starboard berth had preserved the little pig which they were allowed to take on board at Rio Janeiro, so that, when we made the land on the evening before, he had become a very respectable porker, and died the usual death of a pig. His fry with a lot of chops had given us a sumptuous breakfast; his head manufactured into mock-turtle soup, his two legs roasted, one fore-quarter boiled, and the other made into a pie, afforded a grand dinner, of which the larboard berth were invited to partake, and a favourite lieutenant (old Stoye), and the doctor honoured us with their company. The youngsters whose turn it was to dine in the cabin and in the wardroom were in tribulation at the sight of the captain's or the wardroom steward, lest they should come to deliver the usual message. With the wardroom this point was easily settled, but to decline dining in the cabin was a much more formidable matter: the one to whom this lot fell was not a favourite with us, still we were sorry for him, and laid our heads together to get him off; we had settled our plan of operations by speaking to our favourite lieutenant, who undertook to make his excuse to the captain. When the young gourmand got a sight of the pheasants, he changed his mind, and left us to enjoy this "one long day of revelry and ease" without his company, which we voted to be no loss. Four o'clock of the next morning called us to commence the fagging work of wooding and watering. A small rivulet flowed through the *jungle* into the sea opposite to our anchorage; but this place was not sufficiently advanced within the strait to be entirely protected from the swell of the Southern Ocean, that found its way in and made a bad surf over some rocks and shallow water which here extended from the shore, and caused our intercourse with it by boats to be difficult and dangerous at the time of ebb tide; so we had trouble enough until we became acquainted with the local circumstances, of which we were able afterwards to take advantage, and thereby to manage matters better.

Of the incidents of our youth to which we have pleasure in reverting, there are none, excepting such as remind us of the sacrifice of selfish feelings in a virtuous cause, to which we look back with more complacency than the feats of exertion or endurance we could then undergo with impunity, but which, at an advanced age, we feel our bodily frame to be no longer fitted for. On one of our early days at the above work, I had been sent in charge of a watering party at four o'clock in the

morning; the boats were despatched to the ships with a load; they were to return for another after getting their breakfast, and to bring ours with them; we, in the mean time, were employed in filling and rolling down the casks which they were to take off at nine o'clock. It may be believed the watering party were ready for their breakfast, and therefore looked anxiously for the return of the boats which came about this time; when they arrived, sundry tin pots of cocoa and parcels of biscuit made their appearance for the men—*mine was to come in the next boat*. The men would readily have given me a part of theirs, but I trusted to the arrival of my own; the next boat was sent about something else, and did not come for water. Working with my men between the boats and the confluence of the stream, through an ugly surf and over a burning sand, I was glad when we got them loaded and despatched to the ship, in hopes of their returning and not forgetting my dinner, or breakfast—for I felt as if I could eat both. I often cast a wistful eye to the ship to see them shove off; but as the tide had ebbed, the surf was judged to be too much for them, and they did not return until a late hour in the evening, when they came to take us off. It was therefore not thought worth while to bring our provisions. We arrived on board about eight o'clock. Although by mismanagement nothing had been sent to me, so that I had been without food the whole day, yet I found that my breakfast and dinner, and something more than my allowance of grog, had been carefully put by for me. I made up for lost time by discussing the whole of these articles at one meal; nor was this a very difficult task. The length of our eastern passage, and the prospect of that part of it which still lay before us, had made it necessary to put us on half allowance of salt beef, and the farinaceous part of our diet, such as bread, &c., to which a youngster in health trusted for filling his stomach, was reduced in allowance also; but what remained made up in quality for its deficiency in quantity: you might have blown a biscuit into the maintop; no puff-paste ever excelled it in lightness, although the process which effected the same excellence in both was different. The biscuit was enriched with the living and dead carcases of succeeding races of *bargemen* (black-headed maggots) and of some hundred generations of weevils, which presented no bill of mortality; and the esteemed character of lightness was produced by the solid contents of the biscuit being reduced to the state of honeycomb, and the interstices filled with a powder which had been sublimed in its passage through these animals; the larger cavities were filled with cobwebs, which marked the place of sepulture of the departed generations of bargemen, and served for their winding-sheets, though these mausoleums were sometimes disturbed by the restless spirit of a young race of centipedes. To make up for the light quality of the biscuit, the *doughboy* which accompanied my piece of salt beef, though small, was heavy enough. Having made my meal and applied the liberal allowance of grog that had been provided for me, to reduce the discordant elements to a due state of amalgamation, I was ready for rest. My hammock was hung over the cable-tier, the usual dormitory of midshipmen, which is the most comfortable quarter the ship affords during a gale of wind in the north sea; but under present circumstances, the prospect of going down there to be stewed, after the roast I had had during the day, was not agreeable, and the insidiously land wind already came invitingly into the gun-room through the

stern-ports, which were open. So taking advantage of a large chest that happened to be near them, I stretched myself upon it, with my jacket under my head for a pillow, and was soon in a sound sleep. About two o'clock, I dreamed that I was overboard, and awoke in a cold shivering fit. I recollected all the good advice that the doctor had given us, "not to sleep exposed to the land-wind," and fancied that I was fairly in for all the evils which he had predicted as the consequence of this exposure; so I was glad now to partake of the stewing which I had avoided in the evening, and making off to my hammock, I rolled myself in a blanket, again fell asleep, and felt no more of the illness which I had thus been warned of by the premonitory symptoms. Nevertheless I would recommend all youngsters who are disposed to take advice, to "mind what the doctor says."

To assist us with our wooding and watering, one of our convoy that had some repairs to make, which employed all his hands, delayed his business of watering until the other work should be completed, and having therefore no use for his long-boat, lent it to us. She was manned with a crew of our own hands, and I had now the separate charge of her assigned to me. When we had completed the watering of our ship, the same crew were employed in her to expedite the supplying of the one to which she belonged; and on this service my men as well as myself lived in clover: for besides the shortened allowance of his Majesty on board our own ship, which was reserved for our return to her in the evening, our meals were always ready for us on board the Indiaman, to prevent the delay of going for them, and I was furnished with a supply of spirits, to give to the men at my discretion. Our duties being uninterrupted by anything else that was going on, I, for the first time in my life, felt the independence of being a commanding officer; and the power I held in my hands, by the control over this extra allowance of spirits, was sufficient to keep my men in prime working order, without any appeals or complaints, so they were no less eager than myself to cut out the boats of the Indiamen by bringing off more turns of water. I had now an opportunity of ascertaining how much time is requisite for a party of men to get their dinners and be again on duty, when everything is properly arranged for them, and when the spirit of the men is engaged in their work. We arrived on board one day with a load at twelve o'clock; the hands were upon deck ready to hoist it in; the chief-mate, who met me as I came up the side, informed me that dinner was ready for my men, and begged me to call them up, while he sent his own hands to sling the casks. I told my men to get their dinners and return to the boat as fast as they could, without waiting to be called up. Upon my saying this, the chief-mate looked at his watch: before the last cask was out of the boat, my men appeared on the gangway. When they had all got into the boat, tossed their oars up, and were ready to shove off, as I was about to go over the side, the officer of the Indiaman again looked at his watch and said, "Your men have been just ten minutes, Sir." Ten minutes was a short time for seventeen men to have despatched their dinner, and to be again on duty; but they had not much carving to interrupt them: their meal was of turtle-soup put out into vessels for them, and by the care of their good caterer, already sufficiently cooled to allow them to bale away.

Our intercourse with the shore now became more interesting by

communication with the natives, who formed a market under a range of cocoa-nut trees near the beach, and supplied us abundantly with vegetables and poultry. Most of us retained some relic of the French frigates we had taken; this, though not regular, it was very customary to do. I had got hold of one of those fowling-pieces that our Guineamen were in the habit of carrying as a part of their cargo to barter for slaves, and which the Frenchmen had taken. When our wooding and watering were completed, and while we yet waited for some of the most tardy ships, some of us got permission to have a ramble on shore; and by way of resting after our fatigues, passed a long day in wandering through the jungle in quest of game, which, having fed in the cool of the morning, were too wise to expose themselves to any exertion under the rays of a burning sun, where the thermometer stood at 120° Fahr.: accordingly we had but little sport. It appeared to be known to the natives that this was to be the last day of our stay among them, and the market-place was considerably enlarged and well supplied. When the party of sportsmen returned in the evening—who, by the bye, had only the one fowling-piece among them, we found quantities of fowls and vegetables, which yet remained to be disposed of. Our frolic in the shooting excursion had been planned ever since the appearance of the pheasants, and had been a subject of much interest among us; but as that was completed, and moreover as it had failed to obtain for us the anticipated abundance of game, I thought the best thing I could now do with the fowling-piece was to make it available for providing our mess in another manner. We exchanged it with the natives for six dozen fowls, and as many pumpkins, yams, and sweet potatoes, as we could carry down the beach while the boat was coming on shore for us.

Next morning we weighed and began to make our way through that chain of fine-weather sailing among the numerous islands that divide the seas in this quarter into a labyrinth of straits, from which the swell of the ocean is cut off. The sea is therefore always smooth, and as the weather is always fine, navigation here would form the very beau idéal of a fresh-water sailor's paradise, but that the zephyrs which fan him nurse in their soft breath seeds of disease and death, which Boreas, where he prevails, disperses, although his manners are not so gentlemanlike.

And now commenced the melancholy process that cut down the flower of our gallant crew. When this happens in action it is what is looked for, and the survivors have the satisfaction of paying a tribute to their departed companions in the remembrance of their heroic deeds; but when "the pestilence that walketh in darkness," and "the destruction that wasteth at noonday," steal silently onward among your men, until gaining more and more strength, they make rapid havoc on every side; when each day brings a succession of sufferers, supported by their messmates to meet your morning visit, who were yesterday full of life and spirit, and who to-morrow send forth their groans from a painful death-bed,—this is indeed a melancholy and a trying time.

I believe it is a fact recognized in the army, as well as in the navy, that it is not while men are engaged in extraordinary exertion and exposure, that they are liable to be cut down by sickness, but that in the reaction which takes place during the comparative rest that follows, the penalties of the exposure are suffered.

Taking on board the fuel and water of a man-of-war, even when it is brought off to her, is no light work for her crew, as the quantity required must fill her capacious bulk, and is to her what a cargo is to a merchant-ship. But when the wood is to be cut down in a tropical jungle, and to be got off, as well as the water-casks to her boats, over a burning sand and through a rolling surf, her men, and officers are necessarily exposed to an arduous and trying species of fatigue. It was after being thus employed that our men showed symptoms of the disease that was in our return voyage to commit such sad havoc; but when we were again in the open ocean, and more particularly when we had ceased to use for drinking the water that had been put into empty spirit and wine casks, the disorder abated; and after our arrival at Macao, the cool air and the plentiful supplies of fresh meat restored those invalids who had survived.

In the West Indies fever is the general consequence of exposure and exertion; but among these islands the prevailing disease is dysentery. The cause of this difference would be an interesting, and perhaps, useful subject of inquiry for the physiologist. But I am satisfied that one means of promoting dysentery, is prevented by the use of iron tanks in the navy, in lieu of water-casks.

Long after this time I was ordered to proceed from India to China, during the season when the N.E. monsoon, blowing down the China sea, makes it necessary to take the long, or eastern route. I had orders also to visit Amboyna. The ship I then commanded had been recently fitted at Bombay, and was there supplied with a set of water-casks. To preserve these casks from becoming leaky by drying up while in store, they had been filled with water which was at first not very choice, but which had become putrid; and by its having remained so long in them, had thoroughly impregnated the casks with its offensive and injurious qualities. Three times in the course of about six weeks, we had started all the water on board, in order to have it renewed in them; but they still continued to impart to it their horrible taste and smell. My orders to proceed on this voyage did not require any great urgency of despatch beyond "convenient speed." So when I had got fairly over to Prince of Wales's Island, and out of the way of being interrupted in my progress, recollecting what the crew of the B—— had suffered, and recognizing the stench of the water on board of her, as at least an aggravating cause, I determined, to endeavour to prevent its existence in the ship I commanded, where some cases of dysentery had already proved fatal; and therefore erected a tent on shore, for a good cooper and a party of men to assist him; and landing all the water-casks, I had every one of them opened, and burned out. I took care to supervise the work myself, so as to see that the whole of their inner surface was effectually charred. This occupied ten days, and of course delayed our voyage so much; but I thought myself amply repaid by having sweet and wholesome water for the crew during the whole of it; and although we had a good many cases of dysentery, in the course of eight months' navigation among those islands, we had none that proved fatal after the casks had been thus purified.

While threading our way through this archipelago in the B——, we saw none of the natives after we left the island of Sumbawa; but in the voyage I have just referred to, they came off to visit us in a remote and

less frequented part than any we now explored. We then made our way into the Pacific Ocean, through Dampier's Strait, instead of the Giotola passage, which we followed in the B——. Dampier's Strait is formed by an island called Waygiow to the north, and by the island of Papua (the N.W. corner of New Guinea) on the south. Soon after daylight we saw some canoes coming off to us from the island of Waygiow. We found that their object was barter. They brought off, for this purpose, bananas, yams, and a few shells. There was, indeed, but a "beggarly account" of these articles; but in a part so little frequented, we were surprised to find them come off to us at all; and treated the first party that honoured us with their company very liberally, supplying them with biscuit and rum. We soon found, however, that there was not any shyness among them which required this encouragement. We had but little wind, going about two knots; and in a short time after the arrival of the first canoe, they came off to us from all directions, and we were surrounded with them in great numbers. I had allowed the men from the first three or four canoes to come freely on board; this they did with the activity of monkeys. They made no choice of the accommodation which the gangways afforded to come up the side; but wherever they could lay hold, ascended with the facility of those animals. Their activity and importunity soon became troublesome; and as there appeared to be no end to their increasing numbers, I thought it a wise precaution to beat to quarters, to form the small-arm men on the quarter-deck, to make the seamen buckle on their cutlasses, and to remain thus armed while they carried on their barter.

These active savages were of an athletic form, and were remarkable in differing from the islanders more to the westward, in having curly hair. It is probably this circumstance that has given the name of New Guinea to their land, although their hair is not so woolly as that of the African negro. They appeared to have very little notion of the value of money. In one of the canoes under the stern, I saw a very fine shell, and I held out two or three dollars in offer for it, without effect. One of the seamen observing this, offered an old clasp-knife for it, which was readily accepted. The man brought the shell to me, and I gave him the dollars to spend where they would be more valued.

I felt much satisfaction in the recollection of having armed my men, as above-mentioned, when I heard, not long afterwards, of an attack being made upon a Southsea whaler, by a party of natives who came off to her from the Pellew islands. It is true that I was in a man-of-war, but if we had neglected the means which this put in my power, the *name* of a man-of-war would not have availed us much, and we should, probably, have invited an attack, the issue of which might have been very doubtful, if we had been off our guard; and if these savages had courage bearing any proportion to their strength and activity. Their numbers around the ship at one time could not have been less than three hundred, and their activity would have enabled them all to assemble on the deck of the ships within fifteen seconds of a given signal, if they had been encouraged by our remissness. They had with them spears, and bows and arrows, and some of them wore daggers resembling the Malay Kris.

The Southsea-man was saved by the whale-knives accidentally lying within reach of her crew, unknown to the natives, who made the attack. Their first blow was made at the captain, who actively avoided it, and

called on his men to save themselves. It was fortunately in their power to do so, but not without a desperate struggle, in which several men were hurt, and I think one or two killed, before their assailants jumped overboard, like water dogs, took to their canoes, and made off.

"Never hold an enemy too cheap," is an old and an excellent maxim, which I was long in the habit of hearing repeated by one of the best and bravest of British admirals. Applied to the case in point, it may be altered to the following, viz. :—"Never consider your force to be such, that its name will protect you from an enterprising enemy, if you neglect to keep it in readiness for action."

I believe the opening into the Pacific Ocean, called Dampier's Strait, has been but little followed since that enterprising navigator gave his name to it. Having made this passage, as well as one more to the northward, I should say by the comparison, that in future I would avoid Dampier's Strait. The eastern end of the island of Waygiow terminates the land on the northern side of this strait, so that, as you leave it, you are exposed to the swell from the Pacific Ocean, which is here but ill named; while the northern coast of Papua continues to stretch itself beneath your lee to the E.N.E., and presents a most inhospitable aspect. As far as we could see, the iron-bound outline was only varied by precipitous and pointed rocks projecting from it. The wind is said to prevail from the northward here, and we had a strong indication of this prevalence by the high swell which rolled from that quarter, and exhausted itself in a line of breakers along that rugged strand. With it beneath your lee, it is impossible not to feel, that if a ship were caught here by a series of calm weather, or baffling winds, she might be thrown by the swell upon this dreary coast. When we got out of the strait and encountered this swell, we had a moderate breeze from the westward, which enabled us to haul up, so as to make an offing from this ugly line of breakers; but in doing this, we had a narrow escape from being wrecked upon an unknown shoal, which stood isolated in the open ocean.

Having entered the strait in the night, I had not been in bed; so when we were fairly out, and had shaped a course with our fair wind, after breakfast I stretched myself upon a sofa to have some sleep. I had not long lain down, when I found the rolling of the ship become very heavy; but I fancied that it was only my having been accustomed to smooth water among the islands, that made me more sensible to it. I could not rest, however, and went upon deck to look about me. As I leaned over the gangway I could see some large fish swimming along, and regarding them more attentively, I could perceive that they were gliding over a bottom of coral rocks. Looking a-head, I observed the water to be discoloured, and most so on the larboard bow. "Hard a-port"—"Hands, trim sails"—were orders given, barely in time to save the ship. The first cast of the lead showed fourteen fathoms, and as we hauled off to the southward, we were able to weather, by a short distance only, rocks which appeared to rise nearly to the surface, whilst the depth of water on those we were passing over, was shown by the lead to be reduced to five fathoms. The ship drew nearly three fathoms, and one touch, with the swell that was running, would have sent us all to feed the fish. I gave the particulars of this shoal to the Admiralty; and I believe it is now inserted in their charts.

REMARKS ON IMPRESSMENT.

BY CAPTAIN CHARLES NAPIER, C.B., R.N.

ALL countries, with the exception of America, resort to a certain degree of compulsion to provide seamen for the defence of the state; no country, however, be it ever so despotic, employs the violent and cruel system of impressment. This land of freedom stands alone in tyrannising in the most disgraceful manner over her seamen, and the execution of impressment being entrusted to so many different characters, some of the worst description, is much more oppressive than the legislature is aware of.

France, the next great maritime power to ourselves, uses a certain degree of compulsion; but it is done in so regular a manner that there is really no great hardship in it, and no appearance of force whatever. In that country every merchant-ship is obliged to embark a fixed number of seamen and boys, and they all know full well that they owe the state a certain servitude; and no man can command a merchant-ship who has not served a stated period in a ship of war. The seamen are registered by the commissary of marine at the different sea-ports; and before a ship can sail, the crew are mustered by him, and the captain furnished with a roll d'equipage, and he cannot afterwards either enter or discharge men without his knowledge; they also receive their wages before him, and all complaints are examined into and grievances redressed on the spot. When men are wanted for the navy, those who have never served, or who have not completed their time, are discharged from their respective ships, their passports given them, and they are ordered to the nearest naval station: this is impressment in every sense of the word, but it is a mild way of doing it; they are not hunted by press-gangs, and torn from their ships and families like felons; they are simply discharged, and as it is impossible to find employment in others, they very contentedly go where they are ordered; should they remain on shore or secrete themselves, they are liable to be taken up as deserters, which is not one whit more severe than our system; for if a pressed man deserts, he is just as liable to be punished as if he had entered. Should a seaman wish to withdraw from that profession, he gives notice to the commissary of marine, and at the expiration of a year, he cannot be called upon to serve his country afloat; he then comes under the conscription law.

What a different picture we have on this side of the water! On the first breaking out of war, and when it is decided to grant press-warrants, a general embargo is laid on, and a sweep made of every seaman that can be found on the water above the earth, or in the water under the earth. Nay more, in the sea-port towns if the press is hot, every human being in the shape of a sailor is laid hold of, and it often happens that landsmen and tradesmen are hurried on board the tender, and confined like slaves in the press-room. Those fit for service are packed off as fast as possible to the different ports to prevent the possibility of obtaining their freedom; and nothing but an Admiralty-order or writ of Habeas Corpus can release them. The more men pressed by the gang, the more credit they get, and no kidnapping slaves on the coast of Guinea is more infamous than the system followed in the sea-ports of this empire. If a wife wishes to get rid of her husband, a father of his son, or a son of his father, there are always means of getting him introduced to a press-gang, and the chances are, he will never more be heard of. If Burking had been in fashion in those days, many an unfortunate fellow would have found his way to the dissecting-table instead of to the tender. In addition to this, the ships of war fit for sea are sent in the track of the homeward-bound trade, and they lay hold of all men fit for service, leaving a bare sufficiency to bring the ship into port. Many of these men are returning from long voyages in hopes of seeing their wives and families, and snaring with them their hard-earned wages. Some captains

endeavour to get notes for their pay, which the masters are always unwilling to give; other captains are too impatient to wait for settlements, or a strange sail heaves in sight;—the men are then hurried away, and must trust to chance to receive their wages hereafter. When the ship is full she comes into port, turns the men over to the receiving-ship, from whence they are distributed and sent off to the East, West Indies, Mediterranean, or wherever they may be wanted. Those who get notes for their wages dispose of them to the Jews for half their value, and those who were hurried away without settlements, leave their wives and families to starve. On the arrival of the merchant-ship in port the remaining men make their escape to avoid the press-gang, and probably lose their wages; and the vessel is left to be taken care of by the master, mate, and apprentices, who, if they are of a sufficient size, do not always escape. Sailors are made of rough materials it is true, but still they have some feeling, and their families still more; and it can easily be conceived how these feelings are outraged by such shameful treatment. Independently of the cruelty of these proceedings, there is an imminent risk of the merchant's property. I remember in the autumn of 1805, when an East India fleet of forty sail was expected up Channel, the squadron off Boulogne had orders to press as many men as possible, previous to their arrival in the Downs. They were fallen in with at night; and Admiral Hanier, who had charge of the fleet, very properly refused to allow the operation to begin till daylight, wisely concluding, that the moment men-of-war's boats got on board and picked the men, no more work would be done, and the safety of the fleet in consequence risked. By daylight the boats were all out, and we pounced upon our prey. I was then a midshipman, and was sent to an 800 ton ship, not a little proud of my authority. The men were ordered aft; those serviceable were chosen and sent down to pack up their traps: instead of, however, attending to that necessary operation, they got drunk, and the rest of the crew followed their example; and thus a ship of 800 tons was left to be brought to an anchor by the cutter's crew of a man-of-war. Had this taken place at night as was intended, or bad weather come on, it is easy to be seen what would have been the consequence; in fine weather and daylight it was bad enough.

Hitherto our legislators appear to have very little studied the subject, and have been satisfied with the opinion of the naval men in office, who found the system worked well, and saved them an infinity of trouble; and as they have never been hard pressed on the subject, no attempt has been made to change it.

It appears to me, the first step to be taken to do away impressment, is to ameliorate as much as possible the situation of the seamen when serving, and throw open as many situations as possible to reward their services. At the conclusion of the war a pension of 9*d.* a day was given to seamen who had served 14 years, and 1*s.* and exemption from further services to those who had completed a service of 21 years. After some time the government found they had been too liberal, and the pension of 9*d.* was discontinued; the discharge and 1*s.* still exists. There is no doubt that men, who have served a certain number of years in the navy, will come forward voluntarily to complete their services; but the pension and discharge has no effect in inducing youths to make the navy their profession: the time is much too distant to enter into their calculation, particularly in war, when the pay of the merchant is so much higher than the king's. I do not approve of registering the seamen; I fear it is not congenial to their habits or to our constitution; it has also an inquisitorial appearance, and I think we could do without it. An Act of Parliament should be passed authorizing the Admiralty, in time of war, to call out by proclamation all seamen who have not served the king ten years, which ought to be the period every seafaring man owed to His Majesty. A bounty equivalent to what is given to the soldier and marine should be given to the seaman; and at the expiration of ten years, if he re-entered for five, he should receive another bounty, and an increase of

pay; should he again enter for five years, he should get another bounty, and a further increase of pay, and at the expiration of that time be entitled to a pension of 1s. a day.

The increase of pay is absolutely necessary as an encouragement: it is unjust that an old servant should be paid no higher than a young man entering the service. At the expiration of 20 years the seaman should still be allowed to serve if fit, allowing him a higher rate of pay, which should be under the value of his pension added to the pay of another man, should he retire from the service. At present there is no encouragement for a pensioned seaman to serve: the moment he enters he loses his pension, and he probably gets less pay, and only his provisions and lodging for his services. Many men receive above 20*l.* for long service; should they continue they will probably only receive 18*l.*: it is therefore clear they should prefer their pension, and what they can earn on shore, to their provisions and a great deal of deprivation on board a ship.

The pocket-money should be increased or, a foreign, and discontinued on the home station: there they receive their pay every six months, which is quite often enough, and the pocket-money only goes in drink. No man should be allowed to command a coasting-vessel unless he had served a certain period in the navy. The same system could not be well carried into effect with respect to merchant-ships in foreign trade, because more education is necessary, and a superior class of men required to command them: they should, however, be obliged to find a substitute. No man should be allowed to ply as a waterman, to fish, or use the sea in any way who had not served a stated time in a man-of-war. All situations in dock-yards, victualling-yards, and at the Admiralty and Navy-offices, now filled by civilians in the lower walks of life, should also be reserved for old seamen: they would soon find out that they were not neglected, and would encourage their friends and relations to enter the navy as a good livelihood in their youth, and as a certain comfortable retirement in old age.

When his present majesty was Lord High Admiral, he gave a uniform to the petty officers, and exempted them from corporal punishment. This, however, does not work so well as it might do. There is not a sufficient difference between the pay of the able seaman and the petty-officers to cause the situation to be looked after: many men prefer remaining as A.B. The first class of petty-officers' pay ought to be double the seaman's, and the second class half more. All officers who served during war in ships making prize-money (the petty officers receiving four and five times the seaman's share,) must know how much more they were looked up to by the seamen, and how much more respectable they were than the petty-officers of the present day; the increase of pay would set all this to rights, and make the situation sought after. Jack knows as well as his betters that the respectability of an officer depends more on the pay than the name it bears, or the uniform he wears.

It would be necessary to enact severe laws against captains of merchant-ships, to prohibit them from entering seamen who could not produce their discharge from the Admiralty, and a certificate of having completed their service. The number of apprentices should be very high during war; and after finishing their servitude, they should be called out to replace those men who had completed their time. As it is not to be supposed the above plan would be sufficient to man the fleet, the maritime counties should be exempted entirely from the militia, and their quota of men drawn for the navy, which would amply supply landmen: their time of service should also be limited, and more attention paid, than generally is, to that class; who are commonly put in the waste, and no means used to make them seamen; and in fact, they are seldom as high as the gangway for any other purpose than hoisting in beer and water.

The plan I propose would certainly subject every man, on entering the merchant service, to become a king's seaman for a certain term of years; this

I do not apprehend would at all discourage a man from following a sailor's life. There would be no unjust compulsion; at least, it would not appear so; and as all would be equally treated, none could complain. Those who had served their time in a man-of-war would enjoy their pension, and feel themselves at ease in a merchant-ship, without any fear of impressment. And when too old to go to sea, would enjoy a competence among their friends; and their comfortable situation, in their declining years, would render them grateful to their country, and be the means of making parents send their children to sea, as a certain means of procuring bread in their youth, and a comfortable retirement in their declining years. And if the seaman's life be ameliorated when serving, and good situations opened to them, as I have pointed out, I have no doubt but the time would arrive, when the naval service would become the pride, instead of the dislike, of the lower orders. Impressment, though sanctioned by custom and necessity, is not an acknowledged law. Many who are great advocates for the liberty of the subject, may hesitate at giving such a power, by law, to the Admiralty, and prefer winking at the continuation of indiscriminate pressing; but they ought to remember, that the practice has been out of use for seventeen years, and may continue longer before it be again wanted. And sailors have acquired more distinct notions of their rights, and will not submit so easily as they did. In war time, the youths on entering the merchant service, made up their minds, in a certain degree, to the chance of being pressed; but the present generation have made up their minds to no such thing; and the probability is, when it is again put in force, it will be resented to the utmost, and much blood will be spilt before it is carried on as it was last war. As it is impossible to man the fleet by volunteers, so long as the merchants pay four times the wages of the government, the question is, shall we have a systematic plan for completing the navy, or allow it to be manned in the disgraceful way it has hitherto been? I am convinced the seamen themselves would prefer being called upon in the way I have proposed, as it would put them all on a footing. The merchant service must have men; and where can they get better than the old seamen, who have served their king and country, and who would instruct the apprentices in the ways and customs of a man-of-war; thus making it at once a lucrative retirement, and a nursery for the navy.

Peace is the proper time to establish a regular system; and as it would not be necessary to exact a long service, there would be no great hardship. At present there is only a certain class of seamen who serve in the navy, and they prefer it to the merchant service with the present pay; but the moment war breaks out, the mercantile pay will rise, and our men will disappear. That class of seamen who have never served in a man-of-war have a thorough dread and horror of the service; and should the system of impressment continue, it will be long ere they be reconciled to it. The horrid system of imprisonment, and severe punishment, must be then put in force to prevent desertion. For some years past our peace establishment has been twenty thousand men; but should circumstances render it necessary to increase that force to thirty thousand, I doubt very much whether they could be obtained immediately without impressment.

Were the Admiralty authorised to call out, by proclamation, seamen who have not served the king a stated time, merchant-ships would be obliged to discharge them immediately; and as they could not get employment elsewhere, they must come to a ship of war. This is certainly compulsion, but it is systematic, and different from impressment; the power of which is placed in so many hands, and, in some cases, in those of the vilest of the human race. Another advantage attending this system would be, the certainty of every seaman being obliged to serve a certain time in a man-of-war, and consequently being acquainted with its rules, customs, and discipline; and when called out in war, they would be experienced men-of-war's-men instead of raw hands, who had everything to learn.

The commencement of the system would not be without its difficulties;

and would, at first, have the appearance of injustice ; but it would soon find its level. Perhaps the safest way would be, at once to call on all young men who were just out of their apprenticeship, and oblige them, before they could be employed in the merchant service, to serve a second apprenticeship of three years in a ship of war. Several penalties should be inflicted on any captain of a merchant-ship receiving a lad who could not produce certificates of his servitude in a man-of-war, as well as his indentures, in proof that he had been employed in a merchant-ship as seaman, previous to the passing of this law. This system would work slow but sure ; and it would amount merely to this—that the government, anxious that this country should have the finest seamen in the world, being purely a maritime state, had decided that no man could be received in a merchant-ship till he had served a certain apprenticeship in the merchant service, and also in a ship of war. It is impossible for me to say how many lads this would furnish, but the government can easily get a return of the number of apprentices who are out of their time every year. The system of voluntary service should still continue ; and if it has been sufficient to man the navy hitherto, in peace, there would now be a superabundance, and a choice could be made in consequence. Should a war break out suddenly, and an armament be necessary, a proclamation would be issued, calling out seamen who had not served the state a fixed period ; the time of service should be decided by the number of men required. The landmen destined for the navy, I have before stated, should be taken from the maritime districts, who should be exempt from the militia service ; and as they would be obliged to serve abroad, which the militiamen are not, a bonus equivalent to the difference of service should be given them : this bonus would not be great, for in our great population, the men living in the maritime districts would generally prefer the sea service ; particularly when the nature of that service was improved, by following the ameliorations I have proposed. It can easily be conceived, that landmen and the lower orders must have had a perfect horror of a man-of-war, when they knew that the sweepings of our jails were sent to man the fleet,—when they were eye-witnesses of the horrors of impressment,—and when they heard of the severe punishments necessary to keep unwilling and disorderly men in discipline. All these scenes would disappear by following a just system ; and in raising the men, this would beget a lenient system of governing them. And a reasonable liberty, when arriving in port from their hard services, to see their friends and relations, with their money to spend, instead of being kept back till the day before the ship sailed, as was, and is now, the invariable rule.

I commanded two ships last war, in the Mediterranean, where we took a great many prizes. My invariable rule was, whenever the ship was ready for sea, to pay the men their prize-money, and give one watch at a time leave to go on shore and spend it ; and so far from losing men by desertion, the petty-officers generally used to fill up the vacancies in their stations, either by entering or kidnapping any men they came athwart. And the officers (if the men were good) were never very particular in asking where they came from, or whether they had received their wages from their captains. Sailors are also fond of changing, and I think they ought to be allowed occasionally to change their ships in a reasonable way. There would be many difficulties in this, as some captains are more popular than others, and so are some ships ; but still it ought to be attempted. And when a ship is paid off, the men should always be allowed to enter into whatever ship they thought proper, if there were vacancies ; and not to be drafted by twenties and thirties, without any consideration to their feelings. It sometimes happened, and ought to have happened a great deal oftener, that captains who had distinguished themselves were removed into better and larger ships, but the officers and men who had assisted him in the performance of the services for which he was rewarded were seldom thought of. In a foreign station it would be no easy matter to remove the captain, officers, and crew into ano-

ther ship; but at home, what a proud and what a gratifying thing it would be, if a captain who had performed a service that met with the approval of the Admiralty, should receive directions to run his ship alongside of another, and take his officers and ship's company with him! The service would be very little retarded, the new ship would be much sooner got ready for sea; the one he quitted, being ready, would be sooner manned, and the two together would be decidedly sooner effective than if a different system were followed; besides, it would give the officers and men who had perhaps been employed in some harassing service, a little period of relaxation, and enable them to go to work with fresh spirit and enterprise. This would also identify the officers and men, and keep them more together than they have hitherto been, which I hold would be one of the greatest improvements in the service.

How admirable in this respect is the army! A regiment that gets a good name almost always retains it; the officers become attached to it; and if they remain steady in their own corps, they are sure of ultimate promotion, either by seniority or by purchase. We have nothing of the sort in the navy. Selling is not allowed; and no man, without powerful interest, can be advanced. I have stated, in a former letter, how advantageous it would be to the navy if purchasing was permitted; and though it is now become a general wish, we see no appearance of it being permitted. If any fear of hurting our service exists, let it be limited either to a certain time or to a certain number, and if it did not work well it need not be revived. But I fear it is the men of interest, who now promote their sons for nothing, and who would be obliged to purchase, that are the means of preventing it being brought forward; and until the subject is taken up by naval men in parliament, I fear it never will be adopted.

The Marine Corps is also a subject well deserving the attention of Parliament. It is acknowledged by all parties, that they are the most useful, and at the same time the most neglected, body under the Crown. They have been lately reduced a thousand men. A year and a half ago, when the present ministers found it necessary to increase the army, I was very much surprised they did not increase the marines in preference. Should war break out suddenly, the marines, from their habits, are perfectly capable of fitting out the fleet, with the assistance of riggers, pensioners, and the few seamen that would be at first obtained; and if we had a sufficient force, they could be immediately sent on board their respective ships. It appears to me, therefore, of importance that we should keep up the Marine Corps higher than it now is. They should do the whole of the garrison duty of the sea-port towns, and their officers should be the governors, or lieutenant-governors. Now I hold this is but justice. The moment a field-officer of marines becomes a general officer, he is turned to the right about;—there is no regiment given to him; no Tilbury Forts or Pendennis Castles; the command of their own corps has even been given to an officer who never was in the marines, and was not even in the army at the time. They ought also to be put on the same footing with the artillery, as regards the rank of major. Even in the event of peace still continuing, there may be many reasons to embark troops suddenly, as has been the case frequently since the war, and as is the case now; and everybody knows that marines are much better adapted for that service than the troops: the one are always content when afloat; the other are always grumbling—and no wonder: it is not their place; and how much more would they have occasion to complain, if sent on board at the breaking out of war, to do duty as marines? which must be the case, until we have got together a parcel of raw recruits, who never can learn to be soldiers on board a ship.

I think it also bad policy to have so many marines embarked in peace. It would be much better to have half the number and more seamen, and the ships should be kept full manned; this would not only enable the ships to carry on the system of smartness and alacrity so necessary for the discipline of a man-of-war, but on the first commencement of war, you could at

once double your force, by sending one watch on board another ship, completing your marines, and calling out your landsmen: It will be argued, no doubt, if the army be reduced, that then there will not be relief enough for the troops abroad. The marines may be sent to some of our garrisons, such as Malta and Gibraltar, where they would be ready to go on board a ship of war; we may have fewer regiments of guards, and fewer cavalry; and a marine battalion might be sent to replace the former; and where could there have been a finer than the Marine Artillery?

I think it is by no means a good plan, or an economical one, paying off our ships every three years; a ship would last much longer; and the unnecessary destruction of all her fittings, when laid up in ordinary, is most expensive. I should think it would be a much better system, when a ship is put in commission, were she to continue so till she required a thorough repair, changing the officers as was found most convenient, but never all of them at the same time; and, instead of keeping ships on one station three years, I would keep constantly moving them from home to abroad, and so on. It would give officers an opportunity of visiting various quarters of the globe, and keep them more on the *qui vive* than they have been lately.

A great profit has been gained in doing away the abominable system of guard-ships; and when the home squadron is not wanted for any particular service, they ought not to lie at different ports, but ought to be kept constantly together; and even during the winter, a trip occasionally to sea would do them no harm. They might take the first of an easterly wind, and get out of the Channel, and away to the southward, which would give them not only good exercise, but the wear and tear would be less than lying at Spithead, and the officers and men would be kept in active habits. I fear our naval rulers are not sufficiently aware of the necessity, nay of the importance, of keeping our officers in practice: with so small a navy as is now kept up, it is impossible to give them that practice, if each officer is allowed to remain three years employed, (and many remain more,) and indeed we have instances of some captains commanding three ships since the peace, while many others have not commanded one. Almost all our young frigate captains of last war, many of whom are most efficient, and who ought in another war to command our line-of-battle ships, are allowed, much against their inclination, to rest on shore, and a few years more will finish them; whereas were they occasionally sent afloat, they would preserve their nerves and active habits, and be ready, in the event of war, to bring the service back to what it was.

I would not allow it to be a favour to obtain the command of a ship. I would shorten the period of service very considerably, and oblige all men fit for sea to take employment. Officers, under these circumstances, ought not to be put to expense. The ships should be fitted for them in every respect, and their portmanteau should be all that they were obliged to take with them. It would not be necessary to fit their cabins with luxury; it could be done conveniently at a small expense; and the appointments should be so arranged, that only one officer should be changed at a time. There should be no paying off ships till they were worn out, and required a thorough repair. This would, no doubt, be attended with some inconvenience: captains would, perhaps, not have so much pride in their ships, commanding them for so short a period; but an inspection by a Lord of the Admiralty, on the removal of each captain, would set all this to rights. To carry this into effect, ships would be constantly moving about; there should be no three years' stations, and consequently no necessity to send out stores; no paying off, and its consequent expenses; and the Admiralty would then be able to ascertain the officers who were fit for service and those who were not. At present many an excellent officer is allowed to remain on shore neglected, instead of being brought forward for the advantage of his country. Interest takes the lead in almost all the appointments; but interest will not fight our battles when the day of trial arrives.

CHARLES NAPIER.

MEMOIR OF THE SERVICES OF THE LATE THOMAS DRURY, ESQ.,
ADMIRAL OF THE RED.

THIS officer had been in the Royal Navy upwards of sixty years, and on the 18th March, 1773, was made Lieutenant in the *Mercury*, Capt. Stoff. In the following year he served as First-Lieutenant of the *Alarm*. On the 1st March, 1779, he was promoted to the rank of Master and Commander.

In March, 1781, Captain Drury was appointed to command the *Cameleon*, a new sloop, of 18 guns. While in this vessel he had an action with a Dutch dogger, which terminated in a manner so awfully tragic, that, in order to give the most authentic account of the catastrophe, we insert a copy of Capt. Drury's letter addressed to the Secretary of the Admiralty as it appeared in the *London Gazette* :—

“ Admiralty Office, Aug. 21, 1781.

“ Copy of a letter from Capt. Drury, of His Majesty's sloop *Cameleon*, to Mr. Stephens, dated Shields, Aug. 16, 1781 :—

“ Be pleased to inform my Lords Commissioners of the Admiralty, that, in consequence of an order from Vice-Admiral Drake, Commander-in-Chief in the Downs, to exercise between the Galloper, Middleburg, and the Broad Fourteens, the 14th inst., at six A.M., the *Texel* bearing S.E., distant six leagues, we gave chase to a Dutch dogger, belonging to the States of Holland, mounting 18 six-pounders and 20 swivels. A quarter before nine got close alongside, and desired him to strike his colours to His Britannic Majesty's flag; he immediately fired his broadside into us, which we instantly returned, and continued the action yard-arm and yard-arm, till half-past nine. She then blew up, close aside. The shock was so great, that it shook the people off their legs, and the cloud of smoke was so very thick, that it was impossible to see each other upon deck for the space of two minutes; it then began to clear away, and we soon perceived our topsails on fire in several places, particularly the main top-sail and fore-top gallant-sail, which I was obliged to cut from the yards. The fire in our sails was occasioned by the splinters from the wreck, which had blown up in the explosion. Many pieces of human flesh were found sticking against our masts and rigging, and some limbs of the Dutchmen were taken up upon deck. We have great reason to believe that his mainmast went over us, as we saw it about the vessel's length to leeward of us; his colours flew on board us all on fire. We, as soon as possible, hoisted out our boat, in hopes of taking up some of the people, but could not see one living. We picked up his pendant and a mariner's hat.

“ It is with the greatest pleasure I can inform their Lordships, that I had only twelve men wounded in the action, none of which appear at present dangerous. I am the only officer hurt, having, from a splinter, received a slight hurt in my leg, which, in all probability, will be soon well.

“ In justice to my ship's company, I cannot conclude without acquainting their Lordships with the steady and resolute behaviour of my officers and crew on this occasion, as it merits my warmest praises and admiration, and I hope it will recommend them to their Lordships' favour.

“ N.B.—The *Cameleon* mounts 14 guns, six-pounders, 4 carronades, and 50 men.”

On the 12th March, 1782, Captain Drury obtained his promotion to Post-Captain; and in May, in the following year, was appointed to
U. S. JOURN. NO. 49. DEC. 1832.

command the *Myrmidon* frigate, in which he escorted to Copenhagen, the yacht presented by his Majesty George III. to the Crown Prince of Denmark.

When the war with the French Republic took place, Captain Drury was, in January, 1793, appointed to command the *Fox* frigate, and proceeded to Newfoundland, at which place Vice-Admiral Sir Richard King was Commander-in Chief.

In 1795 he was appointed to command the *Fortitude*, and soon after removed to the *Alfred*, of 74 guns, in which ship he sailed for the West Indies, in February, 1796, with the convoy under the orders of Vice-Admiral the Hon. William Cornwallis, and was then attached to the squadron at Jamaica, under Rear-Admiral Harvey. Soon after the *Alfred* captured *La Favorite*, French national corvette, with two merchant-ships that she had taken the morning previous (4th March), part of the convoy under the charge of Admiral Cornwallis. In July following, Captain Drury captured the French national frigate *La Renommée*, of 44 guns and 320 men, commanded by Citizen Pitot, the east end of San Domingo bearing N.E. 30 leagues,—a fine frigate only two years old. The *Renommée* was afterwards purchased into the service, and placed on the list of the navy by the same name.

Captain Drury was also present at the capitulation of St. Lucia to the joint forces under the orders of Admiral Sir Hugh C. Christian and Lieut.-General Sir Ralph Abercrombie.

The *Alfred* was the last ship Captain Drury commanded; and on the 23d April, 1804, he was promoted to the rank of Rear-Admiral; to that of Vice-Admiral 28th April, 1808; and to that of Admiral, 4th June, 1814. Admiral Drury never hoisted his flag, and died at Bruges on the 5th September last.

MEMOIR OF THE SERVICES OF THE LATE GENERAL SAMUEL DALRYMPLE.

THE military career of this officer commenced in 1776 by being appointed to a Lieutenancy in a corps of Infantry which was raised and commanded by his brother, and embarked with it for Jamaica. In 1778 he was promoted to a company in the same corps; and in the following year served on the Musquito shore, and in the expedition to St. Juan's on the Spanish main, where, out of 2000 soldiers and seamen employed, only eighteen were alive at the end of a year and a half service. In 1780 Capt. Dalrymple embarked for England, with a constitution so impaired, that he did not recover for many years. In 1782 he purchased an Ensigny in the 3d Foot Guards, and was promoted to the rank of Lieutenant and Captain in 1788. Capt. Dalrymple served the campaigns of 1793 and 1794, in Flanders. In March of the latter year, he obtained the rank of Lieutenant-Colonel. In 1798 he served in Ireland; and the following year in the expedition to the Helder. In 1800 he obtained the rank of Colonel. In the expedition to Egypt he commanded a battalion of his regiment, having embarked with it at Cork, in August, 1800, and landed with it at Ports-

mouth in December, 1801. He was placed on the West India Staff as Brigadier-General, in March, 1804; in October, 1805, he was elevated to the rank of Major-General, and in 1806, appointed Second-Major of the 3d Foot Guards. He was appointed by General Bowyer, and confirmed by General Beckwith, to administer the civil government of Berbice, which he continued to do until the arrival of Lieutenant-Governor Woodley; he afterwards was similarly entrusted with that of Demerara, until the arrival from England of Governor Bentinck. On the death of Governor Woodley, in January, 1810, Major-General Dalrymple was appointed by Lieut.-General Sir George Beckwith, governor of Berbice, which station he held for a considerable time. He received the rank of Lieut.-General the 1st of January, 1812; and of General the 27th of May, 1825. He died in October last.

MONUMENT TO SIR GEORGE DON.

A very beautiful monument to the memory of the late General Sir George Don has just been completed and sent to Gibraltar, to be erected in the new Protestant church of that garrison, where the remains of this distinguished officer are interred. The design is by Mr. George Basevi, and the work admirably executed under his superintendence by Mr. Nicholl. It is sculptured in white marble. On a sable ground is represented the tomb of the veteran shrouded by the banners of his regiment, his arms suspended on the front, and his helmet resting on the top of the sarcophagus. The following inscription is engraved on the tablet:—

Sacred
To the Memory of
GENERAL SIR GEORGE DON,
G.C.B. G.C.H. & G.C.M.M.
Colonel of the Third Regiment of Foot
and
Governor of Scarborough Castle,
Who, after Sixty Years of uninterrupted active Service,
Died at Gibraltar on the 1st January, 1832,
Aged 76 Years.
Having been entrusted by his Sovereign
During a series of 39 Years,
With many high Commands,
He closed his life
Full of Years and Honours,
In that important Fortress where he had Commanded,
As Lieutenant-Governor,
With unwearied zeal and consummate ability
During the long period of 17 years.

CAPTAIN POLE'S GUN-CARRIAGE.

[We insert the following plan for mounting ship's guns, lately invented by Commander Pole, R. N. and now under trial on board the *Excellent* at Portsmouth, in pursuance of our custom of laying all such practical suggestions before the Service, but without pledging ourselves to its superiority over methods already existing till experience shall have proved it.—ED.]

It has long been considered a desideratum to concentrate the broadside, direct the guns in parallel lines, and also lay them on the same level; all this can be accomplished with the carronades, as their slides describe circles, the fighting-bolt of which is the centre or pivot on which they turn. These circles should be sweep pieces laid perfectly level when the ship is upright, and let in as flush with the deck as its inequalities and convexity will admit of: this would facilitate the training, and regulate the level of the guns; it then only remains to calculate and mark these circles for the two other purposes.

Knowing, then, the advantages of a pivot gun, which I consider a carronade to be, as now mounted, my object has been to mount a long gun on the same principle, in doing which many advantages are gained over the carriage now in use. I find I can place my pivot or centre so that the gun shall wood on either side of the port at the same instant, and keep it sufficiently out for firing, which is the utmost any gun can train: it may be made to train with the greatest ease, and fired whilst in the act of training. The gun in recoiling causes the carriage to become a self-acting compressor, which so eases the recoil that it has been several times double-shotted without using a breeching, and no shock takes place, from which it may be inferred, that a breeching is not requisite, but may be applied if any doubt exists*. It is worked with fewer hands, and by tackles within the slide, and the slide itself being no wider than the carriage now in use *without* its trucks, and there being no iron work projecting beyond its surface, no tackles, blocks, or breeching, and their necessary iron-work without the slide, the gun is less liable to be disabled, and less likely to cause splinters. This gun can neither upset nor turn round, and the men may remain close to it when fired, without the danger of its going over them; this would be an advantage, by not requiring so much space, as I believe we are rather confined now when working guns at the extremities of a ship. The gun is most perfectly and simply secured both in fine and bad weather, by choking the trucks, which will prevent the gun moving on the slide; and the slide is prevented from working by a small bolt on each side of the transom. In bad weather the gun may be housed by running them close in on the slides, and clear in a moment if required. The elevation and depression is the same as with the carriage now in use, but the slide itself may be elevated or depressed, and thus increase that of the gun. It being a pivot-gun, it is particularly applicable to steamboats, from the circumstance of being enabled to keep the gun lower down, and still have as much elevation as the pivot-guns now used, and will not be half the weight, size or expense.

Should it be necessary to increase the friction still more, I have the means of doing it without injury to the slide. I maintain it is possible to gradually stop the recoil of *all* guns by friction, that shall require no attendance; this would ease not only the carriage, but the ship also, as it is only to look at the size of a breeching that is necessary, to know what a shock it has to con-

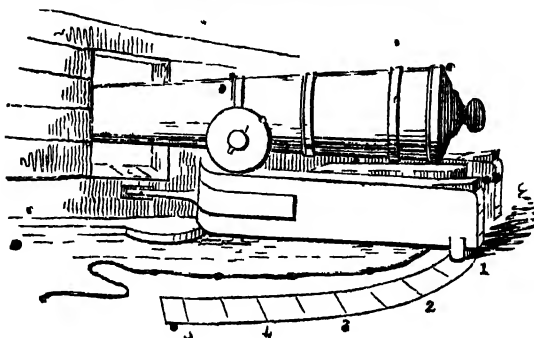
* The lifting of the gun after firing is invariably occasioned by the breeching, as is proved by guns fired on shore where no breeching is used, and consequently no lifting takes place.

tend against. The difference of easing a gun by increased friction, and that of allowing it to recoil until it is suddenly brought up by its breeching is much the same as lowering any weight gradually, or letting it go by the run.

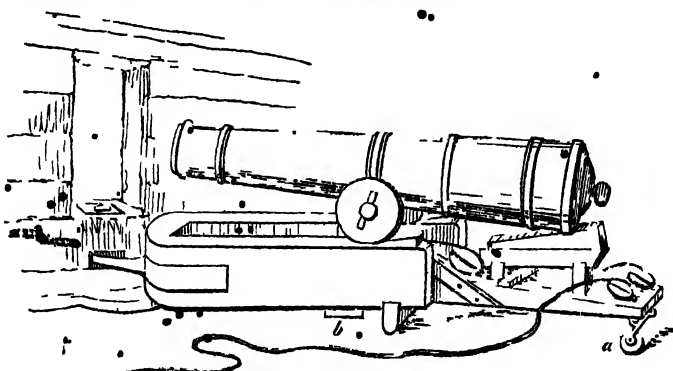
J. POLE, Commander R.N.

The following drawings and references will clearly elucidate this contrivance:—

No. 1. shows the Gun ready for firing.



No. 2 Shews the Gun at its utmost recoil; (a), the leg of the carriage made to double underneath when the Gun recoils, which brings the Iron Cross piece (b), taut against the under part of the slide, and gradually stops the recoil.



A model of a gun mounted on the plan of the above construction of carriage, may be inspected at the NAVAL AND MILITARY LIBRARY AND MUSEUM; to which institution it has been presented by the inventor.

STEAM NAVAL WARFARE.

It is now very clearly seen, that the whole naval system of this and every other maritime country is about in a few years to be overturned by the superior powers and advantages of steam frigates, steam fortification, and steam guns; and, therefore, if England would maintain her supremacy on the seas, it is time, by an immediate attention to the new system of naval architecture, to prepare for a very extensive and inevitable change in all our maritime affairs.

To estimate the various advantages of steam shipping is perhaps impossible, whilst no engagement has yet taken place between steam vessels of war; but it is very apparent that engines must now be used to propel all our naval vessels, even to the largest ships of the line. That this will be indispensably necessary, appears from the great disadvantages and dangers which the largest ships, and even whole fleets, must encounter in calm weather, from the attacks of an inferior force of steam frigates. Thus, if a fleet of twenty sail of the line, built upon the present principle, were cruising in the Baltic, the Mediterranean, or any other inland sea where calms are frequent in the months of summer, a single steam frigate, hovering around and watching for a still time, might approach whilst the fleet is lying immoveable on the water, and take a raking position by means of its own power of locomotion, whilst the enemy is compelled to remain stationary; the steam frigate might thus with impunity, and out of the reach of the fire of its helpless antagonist, sink in succession every vessel of the fleet. Nor will a dead calm be the only time when this destructive advantage will belong to the steam vessel, for a raking position may be maintained in any ordinary weather, though not with the same effect altogether; for, in a still time, from the steadiness and precision of the fire of the steamer, the position of a sailing vessel must be the same as though becalmed under a fortification. Nor will the usual methods of altering the position of a sailing vessel in a calm—by means of sweeps or paddles,—be effectual for bringing her into a line with the steam frigate, since the latter could alter her position with more celerity by means of steam; and thus, notwithstanding the partial coming round of the enemy, the raking position might be maintained till the sailing vessel should be captured or destroyed. A very clear notion of this species of warfare may be formed from the situation of the ships of war in the Gut of Gibraltar a few years since, where a ninety-eight-gun ship is said to have been almost reduced to strike to a few gun-boats, which in a calm raked her in this manner, for hours,—the metal of the ship being unable to bear upon the skijacks around her. It is, therefore, certain that steam engines alone in all our vessels of war can enable them to meet these advantages, and that the peculiar attention of the Admiralty ought now to be directed to the equipment and trial of steam frigates.

That many very experienced and talented officers of the present naval school are averse to the acknowledgment of the superior powers of steam warfare, is certainly true; nor is it strange that a reluctance should be felt to part with a system in which so much glory has been earned. Thus the remarks of Captain Napier, in the *United Service Journal* for May, though in many respects judicious and valuable, yet certainly do not exhibit the full consequences of the use of steam in our future naval operations. The gallant Captain informs us, that 'he is not one of those who fancy that our line-of-battle ships will become useless, and that naval warfare will be carried on by steam boats only;' and further he asserts, that 'our ships must be fitted with paddles, which will at once put them into a situation to defend themselves.' Now, in opposition to this opinion of Captain Napier's, I beg to repeat, that paddles will by no means enable a vessel to change her position with celerity sufficient to meet the corresponding movements of the steamer; for the utmost that paddles can do is to move a ship from four to five knots an hour, and as the steamer can move at the rate of ten or twelve—or more than twice as fast,—it becomes apparent that the latter can maintain a raking

position in defiance of paddles, sweeps, or tow-boats; and, though an unpleasant truth to be told, it is equally clear that our double bankers must either be fitted with engines, or laid up for ever; since we cannot now enter upon a war with the meanest powers of Columbia or Portugal without steam vessels of war, or the hazard of our navy falling an inglorious prey to a few steam privateers bought from the builders in Baltimore.

That a combination of steam power with the usual equipment and trim of masts and sails is practicable, is apparent from the several very superb steam ships which have crossed the Atlantic Ocean from the United States, and one steam Indianaman, which, under the command of Captain Johnston, made the passage to Calcutta from the port of London. That the latter had an unusually long passage is said to be attributed to a mistaken experiment in shaping her course to India. It is remarkable, however, that no second attempt has been made, either by the merchants or the East India Company, for shortening that most tedious and expensive voyage, by means of steam shipping, as there exists no doubt that by avoiding the error of Captain Johnston—so favourable for steam navigation is the whole region of the trade winds—that the passage to the East Indies might be regularly performed in half the usual time. The first steam ship that crossed the Atlantic was the *Savannah*, from the port of Savannah, in the United States, which arrived at Liverpool in twenty-six days, and proceeding thence to St. Petersburg, returned to the United States, in the words of Captain Rogers, her commander, "without loss of screw, bolt, or rope-yarn." Another most splendid steam ship, of seven hundred tons burthen, called the *Robert Fulton*, was built at New York, and plied as a packet between that port and the harbours of Charleston, the Savannah, and New Orleans, performing that long track of navigation with great regularity in about nine days. This fine ship was a model of naval architecture; but being found to be too expensive a construction, it was sold to the Emperor of Brazil, who took out the engine, thereby depriving himself of an immense advantage in his war with the republic of Buenos Ayres; and the *Robert Fulton* is now a sailing frigate in the Brazilian service. Indeed the shipbuilders of the United States supply vessels of war not only to the governments of Brazil and the other South American powers, but to the Emperor of Russia, the Sultan, the Pacha of Egypt, and other petty sovereigns, from which it may be worthy to remark, that we ought not to be too supine in our preparations for steam warfare, from a reliance upon our own ingenuity, and the backwardness of other countries in mechanical knowledge, since steam shipping may be purchased by any government from the private builders in the United States; and no unprejudiced person, who has seen the state of things in the harbours of that country, can deny that in every point of naval architecture, vessels may be obtained in the United States equal to any that can be built in England.

The paramount difficulty to the progress of steam navigation consists in the weight and great space required for the coals, furnaces, chimney, and other appurtenances of the land engine; but may it not confidently be anticipated, with all the scientific knowledge of Great Britain alive to this object of national importance, that means will, ere long, be discovered to remedy these disadvantages?

As an improvement upon the present plan of placing paddles at the sides, stern-wheels might be substituted. It is argued by the opponents of steam shipping for the purposes of war, that the dependence upon such complex machinery in a time of engagement will be very precarious, especially as the all-important wheels are exposed at the centre and outside of the vessel, and a single shot lodged in one of the paddle-boxes, these persons invariably say, will send the whole concern to the devil. Certainly the paddle-boxes are in a very exposed situation in the sides, and therefore I propose to introduce the American plan of placing the wheels in the stern of the vessel. This method has for some years been resorted to upon the Mississippi river, in consequence of the immense quantities of drift wood and floating ice which, in the

spring of the year, cover the stream, and, by obstructing and breaking the paddles at the sides of the boat, formerly rendered steam navigation almost impracticable. To remedy this deficiency, stern-wheels were invented, which are placed upon each side of the rudder, leaving merely room for its full play, by which contrivance not only the original purpose was obtained of avoiding the floating logs upon the river, but a great increase of propelling power has also been obtained, and all the fastest boats now upon the Mississippi are those with stern-wheels. For it is clear, that the wheels at the sides, being at the centre, are at the widest part of the vessel, and therefore at the utmost distance from each other, thus acting least in concert in that position; whereas at the stern the wheels are placed within a few feet of each other, which produces a greater combination of power; and there are clear mechanical reasons why, with a proper adjustment of the build of the vessel, and the weight of the engine and cargo, the very greatest purchase may be obtained at the stern. It is, however, for the purposes of security, that this method is most worthy of consideration for vessels of war, the wheels being thus removed from the most exposed situation in the centre and outside, to the least open part under the stern, and effectually concealed and secured. Thus, excepting in the rare instance of a vessel in pursuit directly astern, a shot could never be lodged against the wheels; and perhaps they may be covered altogether, and rendered invisible, and by ironwork impenetrable. It is also remarkable that vessels with stern-wheels are less liable to be *swagged*, the term applied to that broken-backed appearance common to steam-boats, from the perpetual pressure upon one part, of the weight of the engine, whilst the removal of the wheels to the stern, near the cabin, always the lightest part of the vessel, produces a more equal distribution of the burthen, and tends to the greater strength and durability of the vessel. Moreover, a vessel, when not under steam, will sail better with the sides divested of the encumbrance of paddle-boxes; and the operation of unshipping the wheels in a rough sea, may be performed with greater facility at the stern, after the manner of hoisting a boat. It is also worthy of consideration how much this improvement adds to the graceful appearance of the vessel, by removing from the sides those hideous excrescences the paddle-boxes; for it is much to be regretted that an invention the most useful ever conferred upon mankind, should yet be destructive of all symmetry and beauty; and whilst all other vessels, from a canoe to a ninety-eight gun-ship, possess an appearance of grace and grandeur, the modern steam-boat is yet the very ugliest monster that swims the sea, and has been aptly compared to a jackass wading with a couple of hampers. Therefore, every reason of security, celerity, and beauty, tends to the introduction of stern-wheels; and to my very great surprise, in no one instance have I ever seen this fine invention in any of the harbours of England.

In time of peace, and to the commerce of the world, how vast will soon be the results of steam navigation! Its most important benefits will undoubtedly be seen in the eastern world; for the passage to India, China, and New Holland, even by the present circuitous route by the Cape of Good Hope, will probably be shortened to a period of sixty days. This may be fairly deduced from the performance of his Majesty's steam-packet *Firebrand*, which in sixty-six days, during the present summer, has traversed a distance of 11,500 miles of sea, in two voyages from Falmouth to Corfu, and one from the same port to Lisbon. This distance of 11,500 miles is almost equal to the passage to the East Indies; and such a performance in the present day, when the adaptation of the hull of the vessel to the steam-engine is immeasurably far from perfect, proves that, in a few years, a period of two months will be the usual passage to the eastern world.

H. F.

FOREIGN MISCELLANY.

RETROSPECT OF MONTHLY MEMORABILIA.

30th Nov. 1700.—Finland, Erthonia, Ingria, and Livonia, afford a line of coast, without which there can be neither security nor expansion for the intercourse of Northern Russia with the great marts of consumption in the West of Europe. No wonder, therefore, that their acquisition should have been an object of Peter the Great's early ambition. They were at that time in the possession of Sweden, and the Muscovite determined to seize upon the anxiously-coveted prey, at the apparently auspicious moment, when it fell into the custody of a royal stripling. But Charles XII. was a stripling in person only; his mental and physical energies were those of heroic manhood. After terrifying the Dane, before whose capital he appeared with the swiftness of lightning, from the treaty of aggression, which he had entered into with Peter, he flew to NAROA, in Esthonia, against which fortress the Czar had advanced with an army of 80,000 men; and drove the Russian invader before him with a handful of gallant followers, not exceeding a tithe of their antagonists in number. The slaughter and flight were the work of scarcely fifteen minutes; yet even so desperate an overthrow could not shake the Czar from his purpose. "Do not tell me," said he, "that the Swedes will not beat us on many a field yet; but *this will teach us our trade*. The day will come, when we shall beat them in return; and, to my mind, such a rout as the present will rouse my Russians from their listlessness, and compel them to *learn* what they do not *know*."

2d Dec. 1805.—The third coalition, which England formed with Austria, Russia, and Sweden, against Bonaparte, first stranded under the walls of Ulm, and then fell to pieces under the heights of AUSTERLITZ. "*The battle of the three Emperors*," as the victor dubbed it, was, on the part of the allies, one of the most deplorable blunders which commander ever committed. Kutusow, though at the head of a somewhat superior force, for he brought 84,000 men into the field, against his adversary's 80,000, should have chosen ground with which he was better acquainted, and from which there was a readier means of escape than across a causeway, edged on either side by a deep and extensive morass; he should either have anticipated his adversary, before Davoust and Bernadotte had come up, or he should have declined accepting battle until the arrival of the Archdukes Charles and John, who were hastening to his assistance from Hungary, with an army of 80,000 Austrians. The day was Napoleon's through the quick-sightedness and cool intrepidity of Marshal Soult, who, upon observing two Austrian columns descend from the heights of Pratzen, which commanded the scene of action, for the purpose of attacking their adversaries' right wing, instantly ordered up his division, and held his vantage ground gallantly against a series of desperate assaults, which lasted without intermission for full two hours. The allied forces sacrificed 18,000 in killed, wounded, or prisoners, on this disastrous occasion; but Austria, by the subsequent treaty of Presburg, lost what, for the moment, was irreparable, her Venetian, Tyrolese, and Swabian dominions, with nearly 3,000,000 of subjects.

FRANCE.

FRENCH NAVY.

There is a fraction of the men-of-war's crews which is acquired at a somewhat costly rate; we mean the 1000 seamen derived from the cod-fishery off Newfoundland. This fishery, which the French government foster as a special nursery for mariners, would fall to the ground were it not for the annual grant of a bounty amounting to 40,000*l.*, and in some years to nearly 100,000*l.* Even assuming the former sum as an average, each seaman thus enlisted, costs the government 40*l.*!—(*J. B. Say's Lectures, now delivering at Paris, on Political Economy.*)

ARTILLERY.

By a late regulation, each battery of mounted artillery will have 222 men and 258 horses, and each battery of foot artillery 212 men and 204 horses, attached to it.

A GOLIAH.

The following is quoted, as a notorious fact, by one of the French papers, and we have no grounds, beyond that of its improbability, for disputing it.—“There is a private in the first regiment of cuirassiers in the French service, whom nothing can withstand when he becomes enraged; in that state he breaks iron like so much glass, and makes a plaything of a horse as if it were a child's toy. In July last, his lieutenant having directed him to take charge of the fresh horses, Meinel complained of partiality, and was placed under arrest for four days. He went quietly to prison; but the door had been scarcely bolted upon him, before he fairly shivered it open without drawing the bolts back, and got away. He was then thrown into the regimental prison; from this he speedily broke loose, destroying all the campbedsteads, snapping the window bars asunder, and scattering the walls and doors in every direction. After this second release from “durance vile” he was next incarcerated in a dungeon, but he had crippled his hands and fingers so much by his last exploit, as to be disabled from *active service*—in the matter at least of any fresh *escapade*.”

HOLLAND.

CITADEL OF ANTWERP.—(*From Personal Inspection.*)

This spot, on which the eye of all Europe is at present concentrated, lies at the southern extremity of Antwerp, and forms one continued line with its defences along the banks of the Scheldt. It is a regular pentagon in shape, protected by bastions ranging at progressive elevations, and connecting themselves with curtains of proportionate height. In advance of these defences are a further series of spacious bastions, immediately connected with the preceding, but of later construction. The one were erected by Pacioti and Cerbolini, two Italian engineers, by order of the tyrant Alba in 1568, and the others according to Vauban's principles in 1701. Every side of this citadel is equally formidable for its strength; that towards the town is furnished with a raveline; and this is also the case with the front which faces the river, and opens upon a paved line of road, from which all communication with Antwerp itself has latterly been cut off. Two of the sides of this fastness front towards the adjacent country, and are likewise supplied with ravelines; the centre bastion in this direction bears Paciotto's name, which has been denaturalized in that of Paniotto in the French elevations. The defences of the town terminate in the centre of the fifth side, which circumstance has left it unprovided with a raveline. On the summit (or capital) of the two bastions on the land side, two large lunettes have been thrown forward, one being called Fort Kiel, from the adjacent suburb, and the other, which stands more away from the town, Fort St. Laurent. Internally the citadel of Antwerp contains every provision for the safe housing of its defenders, and possesses more than the requisite accommodation under ground for its supplies. All the barracks, exposed to the enemy's fire, are so placed, that the strength of the garrison may be readily collected at the point endangered; the kind of defence to be brought into action is plain and obvious; and the *matériel* for standing a siege has been as liberally provided as the means of subsistence for preserving the *morale* of the besieged from being deteriorated. The garrison consists of picked troops, who place unlimited confidence in their commandant. The citadel is encompassed by a ditch, which has eighteen feet of water in every part of its circuit, and is protected by ramparts of adequate elevation, and strength in proportion. With such elements of defence as these its capture cannot be effected without a sacrifice of human lives, which none but the flint-hearted can contemplate or foresee without deprecation and horror.

In the year 1792, when it was carried by the revolutionary forces of

France, they took the direction of the city walls as their line of attack, and mounted the bastion which bears Paciotto's name; this, at that time of day, formed indisputably the most advantageous point of assault; but its increased strength in this quarter would, at the present moment, render any attack an act of temerity. An esplanade of the average width of four hundred paces, which was laid out as a handsome promenade, before the bombardment in 1830, separates the citadel from the town; but the effect of that bombardment has been to throw a wide area of fifteen hundred paces open to the very marge of the Scheldt; and to disconnect the fortress still more completely from the inhabited portion of Antwerp. Lamentable as may be the prospect, Antwerp, the mistress of the finest naval station and commercial port in Europe, is doomed to destruction, if a single gun be directed against its citadel. It is not possible for its commandant, as a soldier and a subject, to avoid any and every means of attacking a besieger; and amongst these, none so ready and effectual present themselves, as that of preventing the town from becoming the covert for an assailant. We have witnessed the deplorable havoc which a few mortars brought upon it in 1830; but how frightful will be the issue when rockets and red-hot shot come to be poured upon the devoted city. Nay more, by opening the dykes along the Scheldt, a large portion of the western provinces of Belgium, capable of being inundated; and if this fresh calamity ensue, as a second resource on the part of the besieged, from the adoption of which the recognised laws of warfare cannot absolve them, not only Antwerp will have ceased to exist, but her citadel will rear its head, a frowning islet, amidst a waste of waters. As to the blockade of the Scheldt, it will be impotent with regard to distressing the citadel; for the windings of that stream, as well as of the Maas, at their mouths, preclude the possibility of effectually staying the Dutch from communication with it.

ESTIMATES—1832-1833.

The following are the items of the estimated expenditure of Holland for the ensuing twelve months, as laid before the States General on the 19th of October:—

ORDINARY EXPENDITURE.—Royal Household, 118,750*l.*; Secretary of State's Department, 47,730*l.*; Department of Foreign Affairs, 49,600*l.*; Department of Justice, 93,840*l.*; Home Department, 258,610*l.*; Grant to the Protestant Establishment, 110,830*l.*; Grant to the Catholic Establishment, 33,340*l.*; Department of the Navy, 546,670*l.*; Department of Finance, 1,801,790*l.*; War Department, 1,083,330*l.*; Trade and Colonies, 44,920*l.*—Total, 4,191,410*l.*—EXTRAORDINARIES, —Department of the Navy, 286,130*l.*; National Debt, 838,740*l.*; War Department, 2,645,340*l.*—Grand Total, 7,961,590*l.*

DUTCH NAVY.

The Dutch navy, as appears by official returns, consists at this moment of 9 ships of the line, 23 frigates, 17 corvettes, 16 brigs, 2 steam-boats (the one carrying twenty and the other ten guns,) a cruiser for training seamen, 2 transports, and 82 sloops and gun-boats. Of this force, 114 are in commission; their total number of guns is 1218, and that of their crews, 8335 seamen. The same remark which applies to the American equally applies to the Dutch navy; the actual number of guns, which both the ships of the line and frigates have on board, is considerably greater than the number at which they are rated. The "Zeeuw" for instance, though set down as an eighty-four-gun ship, carries one hundred and four guns; and the frigates, though called forty-fours, have fifty and even fifty-four guns on board.

SWITZERLAND.

The annual target-firing of the three aboriginal cantons took place in the Canton of Uri, on the 10th of September last. Two thousand marksmen and upwards, from Schwytz, Uri, and Unterwalden, met for the occasion at Altorf. Above forty boats, gaily decorated, collected in front of William Tell's chapel, and an immense concourse of spectators assisted at the holy rites with which the festival commenced. As the marksmen disembarked

they were greeted with loud hurrahs, and stepped on shore beneath a triumphal arch of beautiful verdure, which bore the following inscription:—"Thrice welcome, brethren of the aboriginal Cantons! thrice welcome, trusty Confederates! Wherefore speed ye hither? What leads you, m'n, to Uri?—Times that were, and Switzerland which was." Basle, 10, sent a knot of keen eyes and stout arms, and they were hailed with brotherly greetings.

NATIONAL FREE CORPS OF CARABINEERS.

There was a somewhat tumultuous meeting of the Carabineers or Wealriflemen of several of the Swiss Cantons, on the 14th of October last, at Knuttwyl. The committee, with a Colonel Schurmacker at their head, seem to have entertained more moderate views than their constituents, and were justly of opinion that such a free corps as the majority had in view, might, in certain cases, breed disorganization in the national, or what is called the "Federal Army." Their opinion and remonstrances were, however, overruled, and the meeting came to a determination to establish a "Free Corps of Carabineers," and submit the following resolutions for the acceptance of the Diet, or their *locum tenens*, the Directory:—1. The only object sought by the organization of the Carabineers is to oppose every attempt at foreign invasion, under circumstances when the Diet shall not have time enough to assemble the army. 2. Every question, involving domestic politics is deemed entirely foreign to the object which such organization contemplates. 3. In order that the existing means of defence possessed by the Confederation may not be anyways enfeebled, no detriment shall hereby accrue to the actual organization of the federal army, which is composed of two contingents and the militia (*landwehr*). 4. In the emergency heré provided for, the Free Carabineers having assembled on the frontiers, their service shall cease as soon as the Federal troops shall have arrived at their post; it shall, however, be competent for the corps to continue their services, under the orders of the officer in command of the army, if called upon by him.

GERMANY.

BRUNSWICK.

The duchy of this name contains a population of 250,000 souls, within a circumference of 70 square geographical miles, 12 towns, and 436 villages and hamlets. Brunswick and Wolfenbützel possess local jurisdictions of their own; the remainder of the duchy is divided into 12 districts, each under its own provincial administration. The military establishment comprises a regiment of hussars, two squadrons strong, with a detachment doing police duties, a regiment of foot, consisting of three battalions, a battalion of sharpshooters, a battery of artillery, and a veteran company quartered at Wolfenbützel. The capital contains upwards of 35,000 inhabitants, who are provided with 26 medical attendants, and 31 lawyers. The fair, at which considerable business is transacted in leather, linens, cotton, and woollens, and dry goods, is frequented by 800 foreign buyers, chiefly Prussians and Saxons. (*Brunswick Kalendar*, 1832.)

BAVARIA.

TROOPS FOR SERVICE IN GREECE.

A corps of horse and foot is raising at Munich for the service of Prince Otho, first sovereign of independent Greece. It will consist of between three and four thousand cavalry, infantry, and artillery, and is to be enlisted for two years certain, which term may be extended another two years, if there should be a prospect that the contingent may be weakened by too many applications for permission to quit it. Every officer who may enlist, is to receive from the Greek government one step in advance of his rank in the Bavarian service, and a sum, equal to two months' pay, is to be paid him by way of providing for his equipment. Both officers and men may, when their period of service is at an end, resume their posts in the Bavarian army; but they are allowed the option of accepting permanent service in Greece, or of settling in that country. Their pay is to be as follows: colonels of in-

fantry, 250*l.* a-year; or, if colonel-commandant, 280*l.*; colonel of cavalry, 260*l.*, or 310*l.*; lieutenant-colonel of infantry, 200*l.*, or 220*l.*; of cavalry, 210*l.*; and artillery, 200*l.*, or, as commandant, 220*l.*; majors of infantry, 180*l.*; cavalry, 190*l.*; and artillery, 180*l.*; first captains, infantry, 120*l.*; cavalry, 130*l.*; and artillery, 120*l.*; second captains, infantry, 90*l.*, and artillery the same; first lieutenants, infantry, 60*l.*; cavalry, 70*l.*; and artillery, 60*l.*; second lieutenants, infantry and artillery, 50*l.*; and cavalry, 60*l.*; ensigns, infantry, cavalry, and artillery, 30*l.*;—privates, infantry, 3*d.*, cavalry, 4*d.*, and artillery, 4*d.* per diem. • The volunteering from the Bavarian ranks was to be closed on the 30th of October; and we understand that the cavalry is to be wholly confined to lancers, as most in harmony with Greek habits*.

MAYENCE.

It has been determined that this fortress, which is one of the bulwarks retained by the German Confederation against the "adjourned ambition" of France, as M. Thiers has announced, should have a garrison of 6000 men at the least, half Austrians and half Prussians, in time of peace; but in time of war, its minimum is to be 12,000, and its full complement 21,000, including not less than 600 cavalry. Of this force Austria and Prussia are each to contribute 7000 infantry and 300 cavalry; Sax. Weimar, 2010 infantry; Saxe-Altenburg, 982; Saxe-Coburg-Gotha, 1366; Saxe-Meiningen-Hildburghausen, 1150; Anhalt-Deessau, 529; Anhalt-Koethen, 325; and Hesse-Homburg, 200. The artillery in this fortress is placed under the special direction of an officer, to be appointed by Austria; and each contingent is to be under the command of its own senior officer.

REVIEWS AND CRITICAL NOTICES.

THE LIFE OF SIR DAVID BAIRD.†

SINCE we reviewed Mr. Gleig's *Memoirs of Sir Thomas Munro*, the admirable biography of an admirable man, we have not met a production of that class so interesting, authentic, and generally striking, as the volume before us. In both cases, making due allowance for the value and copiousness of the materials, especially in the former, much of this effect has undoubtedly been produced by the ability and judgment of the respective biographers—Mr. Theodore Hook being understood to have performed the same office towards the memory of Sir David Baird as Mr. Gleig so successfully administered to the memorials of Sir Thomas Munro. To each, also, the charge had been specially confided by the nearest surviving connexions of the deceased personages. The opening scenes of the present biography are also laid contemporaneously with Munro's, nearly in the same quarter of British India.

The early career of Sir David Baird is invested with a considerable share of romance, and chequered by adversity and sufferings hardly surpassed in the annals of military men. As a Captain in the 73d, he was present, wounded, and taken prisoner, in the desperate and unequal conflict which resulted in the destruction of the unfortunate detachment under Colonel Baillie, by the overwhelming forces of Hyder Ali and his son Tippoo. The details, interwoven and worked up with much skill, of "nearly four years of rigorous captivity" in the dungeons of Seringapatam, in which Captain

* We learn, by subsequent accounts, that, as a sufficient number of volunteers have not been forthcoming, drafts from several Bavarian regiments are to supply the deficiency.

† *Life of General the Right Hon. Sir David Baird, Bart., G.C.B., K.C.* In Two Vols. 8vo. London, Bentley, 1832.

Baird and his companions were held, are profoundly interesting, as well as characteristic both of the oppressors and oppressed. How glowing must have been the triumph of so ardent a man and heroic a soldier as Baird, when, within a few years, and holding the rank of a General officer, he stormed the defences of his former prison in the van of the British army!—aglorious vengeance granted to sew.

It would far exceed the scanty limits we can appropriate in this our critical corner, to follow Sir David Baird through his whole course of service, or to recapitulate the points in his biography which have struck us. Three quarters of the globe were alternately the scenes of his exploits. Notwithstanding some public and professional grounds of difference, involuntary on the part of Colonel Wellesley, he may be ranked among the early friends, as he was the associate in arms, of that great man. General Baird successfully led the auxiliary force from Bombay, which, after a most arduous march, and through every obstacle, joined General Hutchinson in Egypt, from whence he subsequently returned to Calcutta; and afterwards, owing to some disgust contracted towards the powers that were, he sailed for England, where he arrived, after having been captured and recaptured on the way, as if merely to fulfil his eventful destiny. He next commanded the expedition which wrested the Cape from the Dutch, and, as governor, superintended Sir Home Popham's enterprise against the Spanish settlements on the river Plate, after some doubts and deliberation on the subject, justified by the final issue. The details of his administration, military and political, in this quarter, and at a critical moment, are copious and original. In 1807, Sir David Baird was employed in the operations against Copenhagen, again in conjunction with General Wellesley in the first of his European campaigns. Here he was wounded twice. On his return from service in the north, Sir David was employed to command the great camp assembled for instruction on the Curragh of Kildare. At length, in the autumn of 1808, he was despatched upon his crowning campaign, in command of the expedition destined to form a junction with Sir John Moore in the north of Spain, and which reached Coruña on the 13th of October.

The succeeding events, down to the return of the army to England, are familiar. The individual conduct of the subject of these Memoirs was distinguished upon this occasion, by the same ardour, zeal, and vigour which characterized his previous career. We recollect him well, and still mark his athletic figure, his upper man thatched with oil-skin, his florid face shining in harmony with his glossy Benjamin—we see him thus equipped bestriding a mine in the middle of a bridge, during the memorable retreat;—we still hear the sharp jar of his voice, as he brusquely bade us, who trudged by, dragging our slow length along, (we were then a stripling grenadier,) to pass “This way, sir; this way.” In the battle of Corunna, Sir David Baird's left arm was shattered by a grape-shot close to the shoulder, and was subsequently amputated from the socket: this severe and then unusual operation he bore with characteristic heroism.

On his return to England, he married; and withdrawing himself from public life, sought for a season the re-establishment of his health, and the enjoyment of domestic happiness, in comparative retirement. But “from the loop holes of retreat,” he watched passing events, taking “an anxious interest in the progress of the Peninsular war, sincerely and cordially rejoicing in the success of the Duke of Wellington. Every fresh victory was hailed by him with unaffected delight; and at no board was the health of that illustrious commander drank with more ardent enthusiasm, than at that of Sir David Baird.” In 1820 he was appointed to the command of the forces in Ireland,—a post which he held with the highest credit till June, 1822, when, on the accession of the Marquis Wellesley to the viceroyalty of Ireland, he resigned it to Sir Samuel Auchmuty. The effects of a fall from his horse in 1823, ultimately led to the death of this distinguished soldier, on the 18th of August, 1829, at his favourite residence Fern Tower, in Scotland.

The character of Sir David Baird was compounded of many of the finest qualities which adorn the soldier and the man; frank, energetic, generous, and intrepid, he was masculine in mind, manner, and person, gentle of heart, though somewhat brusque of address. We must not be misunderstood as assigning to Sir David Baird a high place for intellectual endowments; in which respect, though far from deficient, he did not exhibit a superiority over the most distinguished of his cotemporaries. His mind was clear, active, and vigorous, without reaching that power or cultivation which commands pre-eminence.

Of the manner in which the biographer has completed his task, we have to speak in terms of unqualified approbation. The work is worthy of the talents, and will increase the reputation, of that eminent writer. Many biographical sketches and anecdotes of officers, whose names are introduced in the course of the narrative, are appended in notes. A spirited portrait of Sir David Baird is prefixed, and a map of Egypt illustrates the route of the force he conducted from India. We should have liked marginal dates, and observe some typographical errors, which, however, detract but slightly from the value of a work which ranks with the best biographies extant.

CABINET CYCLOPÆDIA, volumes 34, 35, and 36.—The first of these volumes contains a popular and useful treatise on **THE ELEMENTS OF CHEMISTRY**, by Michael Donovan, Esq.

The second is the fourth of **THE HISTORY OF SPAIN AND PORTUGAL**. It goes abstrusely into the civil, political, religious, and literary state of the Peninsula amongst Mohammedans and Christians respectively, under the dominion of the Moors.

No. 36 forms the third and concluding volume of Mr. Gleig's **LIVES OF EMINENT BRITISH MILITARY COMMANDERS**. The subjects are Lord Clive, Marquess Cornwallis, Sir Ralph Abercromby, and Sir John Moore, whose memoirs occupy a wide field, embracing both hemispheres. Of Indian affairs there are few persons, from concurring circumstances, more competent to treat than Mr. Gleig. The Life of the first-named of the above, whose services were confined to India, and that of the second, who, at the close of the American war, acted a conspicuous part on the same theatre as Governor-General, are consequently narrated with an intimate knowledge of the subject. Of the author's competency to chronicle the feats and discuss the pretensions of Abercromby and Moore it is impossible to doubt. The narratives are given with his accustomed spirit and judgment, and, from the more recent date of the events recorded, and the career of the "glorious dead," will be of still higher value and interest as time lapses.

These volumes will constitute a standard work, worthy of our military annals, and of Mr. Gleig's established fame.

STANDARD NOVELS, Nos. 20 and 21.—**LIONEL LINCOLN**, by Cooper, is contained in the first, and Galt's **LAWRIE TODD** in the second of these volumes. Both works are perfectly in place amongst The "Standard Novels," a series which fully maintains the promise of its title.

EDINBURGH CABINET LIBRARY, Nos. 9 and 10.—This work proceeds with an excellent selection of matter. It is chiefly devoted to the records and results of Geographical Discovery, and the interesting details of Natural History, compiled by able hands from the works of distinguished travellers. The ninth volume is addressed to **THE PROGRESS OF DISCOVERY** on the more **NORTHERN COASTS OF AMERICA**, including accounts of the various expeditions from the Cabots down to Franklin and Breechey. A copious account of the Natural History of those regions is added. The tenth gives a condensed narrative of **THE TRAVELS AND RESEARCHES OF HUMBOLDT**; with analyses of his principal investigations, and a portrait of that pre-eminent traveller and philosopher,—a most valuable abridgment. The illustrations of this work are numerous and neat.

VALPY'S SHAKESPEARE, WITH ILLUSTRATIONS, No. 1.—An admirable idea, and capably put in execution in the specimen before us, which we hail with great satisfaction. Mr. Valpy has here produced the first of fifteen portable volumes, devoted to the **PLAYS**, and **POEMS** of our Great Bard, and illustrated from the plates in **Boydell's** edition, to the number of 170, when complete; the

text of this edition is Malone's. The first volume contains the *Life of Shakspeare*, to which a portrait is prefixed; with Dr. Johnson's Preface, followed by *The Tempest*, and *Two Gentlemen of Verona*, with glossarial notes. The outline engravings abound and are excellently done, the type is good, the size convenient, the price next to nothing, the subject SHAKSPEARE. If this combination do not attract, there is neither taste nor patriotism in England.

WILD SPORTS OF THE WEST.—The idea of this work was taken, we doubt not, from the fascinating production of Mr. Lloyd, the incarnate Genius of "Northern Field Sports." The present composition, if inferior to the great original in the bold and perilous character of the chase, the strange grandeur and stern rigours of the clime, and the Waltonian absorption of the writer in his theme, is fully its equal in spirit and incident, while it excels in powers of style, humour, and knowledge of the world, in which characteristics we recognize the author of *The "Stories of Waterloo."* The scene is somewhere on the sea coast in the wilds of Connaught, a Terra Incognita beyond Christendom. Here every species of "Wild Sport" peculiar to the region, is practised, inimitably described, and seasoned with anecdotes, sketches, and facts, alternately humorous and pathetic, but all true to nature. The most striking passages are illustrated by clever vignettes, and there are copious notes explanatory of traits and species in natural history.

CHRISTMAS TALES, by W. H. Harrison.—An elegant little volume, on the model of the *Annals*, by the clever author of "*Tales of a Physician.*" It contains Four Tales, well told and appropriately illustrated. A medallion portrait of Sir Walter Scott, of beautiful execution and acknowledged resemblance, adds interest and value to this pleasing little book.

THE K'HAUNIE KINER-WALLA, OR EASTERN STORY-TELLER, by John Shipp.—There is much fertility in the brain and industry in the pen of John Shipp, of which his memorable *Memoirs* gave promise. His "*Bijou*" was a jewel in its way; and the dumpy duodecimo, with the outlandish name, which we now discuss, is "of imagination all

compact" with the foregoing. It is a most entertaining, and, we doubt not, characteristic budget of Indian Tales, written after the peculiar fashion of John Shipp, desultory and luxuriant, but showing a spring of undoubted talent and some fancy. The K'Haunie Kiner-Walla, with a more civilized title, would bid fair to rival the more costly *Ureennes* of "*The Season.*" We are sure the frontispiece, at least, ought not to be without attraction, especially to the sex who "love men for the dangers they have passed:"—it is the portrait of John Shipp.

FINDEN'S LANDSCAPE ILLUSTRATIONS OF LORD BYRON, Part 8.—Two lovely vignettes of Bacharach on the Rhine, and the Castle of St. Angelo at Rome, with five beautiful Engravings from Drawings of the Temple of Minerva on Cape Colonna; Mount Aetna; St. Sophia at Constantinople; the Smpitan, a plate of rare delicacy and truth; and Verona,—form the contents of this charming Number.

JOURNAL OF THE ROYAL GEOGRAPHICAL SOCIETY, Vol. II.—This is a highly creditable specimen of the success of this young and promising Society in the pursuit of those objects for which it was instituted. The present volume, the second, of its Transactions, is a great improvement on the first, and constitutes an interesting body of information in geography and physiology.

THE BUCCANER has reached us too late for further notice than the avowal, that the glance we have caught of these volumes warrants our preconceived impressions of the ample capacity of Mrs. Hall to sustain the bolder flight she was about to undertake.

HEATH'S BOOK OF BEAUTY. By L. E. L.—"We stop the press" to record our admiration of this exquisite volume, put into our hands at the twelfth hour. Art and genius—the versatile genius, of woman—have combined to create this fascinating production, but with this different effect, upon us, that, while our undivided admiration of the one is centered towards the fair and favoured Tale-teller, we rise from the contemplation of the galaxy of Beauties Miss Landon so beautifully illustrated, considerably puzzled as to choice.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 22d Nov. 1832.

MR. EDITOR,—As I have not been able to complete the arrangements which you wished made for the establishment of a regular correspondence from this place, I feel bound to supply you with one more epistle, though it must necessarily be shorter and less satisfactory than your readers have a right to expect.

You wish for some communication "conveying the details of the combined squadron, that is, their assembling, sailing, composition, force, spirit, and finally, the effect produced on the Portsmouthians by this novel (not 'belle') alliance of the English ensign with the tricolour of France." And you have the conscience to ask for all this to be done briefly! Why, any one of your items would fill an article! What do you mean by their force,—do you mean the number of guns, men, and so forth?—if so, I must refer you to Mr. Harrison's excellent paper, the Hampshire Telegraph, where you will see, that on the 29th ult. arrived the French ships Suffrein, rated 80 guns, (but mounting 92,) Capt. Kerdrain, bearing the flag of Rear-Admiral Ducrest de Villeneuve; Calypso frigate, 58, Capt. Caly; Médée, 44, Capt. Fronde; Résolue, 44, Capt. Lemaitre; and L'Ariane, 32, Capt. Le Ray. On Thursday the 1st Nov. the Bayonnaise corvette, of 24 guns, came in; and on the 2d, the Melpomene, double-banked 58 gun frigate, Capt. Rubaudy, and La Créole, 24, Capt. Dubreuil. They remained till the 4th of this month, and then sailed in company with Sir P. Malcolm's squadron, consisting of the Donegal, Talavera, the Satellite, Snake, and Rover, the Revenge and Spartiate. The Conway, Volage, and Larne have since sailed to join the squadron, and also the Syène, a 60 gun French frigate, which came in from Cherbourg on the 10th. With these, and many other similar items your readers will have already become familiar, through the medium of the daily papers. The other points in your inquiry are not so easily replied to, because they involve that slippery affair, opinion; and my opinions may not be those of the majority. I shall give you, however, as fair an answer as I can muster temper for.

The "spirit" of the French squadron towards us was, I think, decidedly good; and I observed the officers of the French ships mixing freely amongst those of Sir Pulteney Malcolm's squadron, and on all occasions, as far as I could see or hear, showing that sort of cordiality which always springs from the recollection of an honest interchange of good hard fisty-cuffs. By an honest interchange, I mean blows given in fair fight, and avowed sincere enmity. The French are clearly our proper foes—they know it, and we know it; and we treat one another accordingly—that is, with all manner of friendliness when not actually at loggerheads; but both moved by the strongest internal consciousness, that, in due season, we should be hammering away at one another as heretofore. In this temper it was not possible to look over their ships without thinking of the time when they might change hands; and if any feeling of provocation might escape us at seeing such oil and vinegar flags waving together at Spithead, it was readily kept down by professional prospect of future transpositions in the disposal of those same flags. It would be arrogant to say more. The French will always fight well, and take a good bellyful of drubbing before they strike; but until their country becomes an island, they never can become sailors—thorough-bred sailors—fellows who will keep the sea for winter-cruises on an enemy's coast for three or four months at a time. They will do their duty manfully, both men and officers, but they have not the elements of a navy, such as we possess, both in the breed of officers and that of the men. We may get slack for a time, and seem to want in activity and spirit, and croakers will tell you that times are changed—that the old race of sailors is worn out—that the officers are no

longer the men they were, and that our sun of naval glory is set,—and that the service, to use their desponding slang, is gone to the devil. This is all my eye;—the same blood animates us as formerly: and give us the same motives to cheer us on, and the same sympathy to back us, you will assuredly find the same results. In time of peace, which is the season of political warfare, the country becomes so much taken up with the moonshine of speculative evils, that they forget all about the real dangers or difficulties which have once beset them, and may beset them again. Every man knows and supposes that it is perfectly safe to play the game of hocus pocus with the institutions of his country,—just as every parent thinks it quite safe and affectionate to reproach, beat, and ferret his own children: but when foreign enemies are thundering at our gates, or insolent fleets ranging up and down the Channel and capturing our ships, it becomes quite another affair. People in their alarm discover that the science of executive government is not so easy a matter as they had supposed; and they then implore the ablest men, whom, as a matter of course, they despised and neglected before—to come forward to take the helm, and steer them out of their difficulties. Talents, experience, industry, genuine public spirit, and real political knowledge then regain their ascendancy in the state, and all things flow on to the true honor of the country. This, which is true in the great scale of government, holds equally true in the subordinate branches. In the navy, for instance,—and you may rest assured that, as Lord Nelson used to repeat so often—“there are as good fish in the sea as ever came out of it”—and though it may be presumptuous to say so, there can be little doubt—or, I would say, no doubt—that when the occasion arrives to demand another Nelson and another Wellington, up they will start at the call. It was an observation of Nelson’s, “that he never had any difficulty in finding efficient men for any service whatsoever;” and well as he knew his own great merits, he likewise well knew that his place would be well supplied when he left the field.

I wish some of our croakers could have been here the other day when the Donegal and Spartiate seventy-fours fitted out in the basin, side by side. It was truly worthy of the best times of the dear old war;—I mean no fun, I speak it in affection. The Donegal had her own ship’s company and officers to work with, and of course the difficulty in her case was less. But in the Spartiate, Captain Tait had to get along with two or three hundred of his own crew, hastily drawn together, eighty or a hundred from the Conway, as many from the Volage, with a working party from the Victory, and a double allowance of marines from the barracks; and yet, for all this, things went, or as smoothly, and quietly, and orderly, as if the ship had been in commission a twelvemonth; and in one month from the day of her being taken out of ordinary, she proceeded, ~~or~~ was ready to proceed, to sea. All this is nothing to the feats of the war, I know; but I ask, what is now the stimulus to exertion, compared to what existed in those days? Do you suppose that this armament is popular amongst either officers or men? Do they work as heartily in fitting out their ships to join and sail in company with the French squadron, as they would do were the object to bring the same squadron to action, and if they looked forward to hoisting the English flag over that of France, instead of hoisting it alongside of the tricolor? Certainly they do not work so well now, as they would do under those more familiar impulses. But if, under circumstances not one of which is favourable to great exertion, all hands do really set about their business manfully, and get their ships to sea in a short time, why should we suppose that, when the looked-for time of real war comes about, the ancient “daring spirit” alluded to in the well-known sea-song, will be less shown than heretofore?

All that is wanted is, for the leading men to exhibit the proper degree of anxiety on those occasions. Had Sir Pulteney Malcolm lately taken matters coolly, and let his ships get ready in jog-trot style, as they pleased, they might have been still loitering in this harbour, because, neither man nor

officer can work unless encouraged. But when every one concerned became well aware that the veteran officer's eye was upon him, and that he in his own person spared no pains, but was earnestly devoted to the equipment of the Squadron; all hearts and hands were united to accomplish the task. What cared they about the abstract details of the politics of the question? What did they know or care about the theory of non-intervention, or the practice of bullying? Not a rush! They considered only how they could best do their Admiral's will; and the result was, I must say, every way creditable both to the commander and to the commanded. I speak more particularly of the officers and men actually afloat and under the pendant; but, to a certain extent, the same feeling crept in amongst us half-pay folks on shore, and generally speaking amongst the Portsmouthians, as you call them, at large. We used to affect a mighty deal of rage at the union of the two flags at Spithead, and to spout a great deal of political wisdom on the Platform about anomalous alliances—old friends the Dutch—duty of non-intervention, and so forth; but I think the feeling of the majority of the good folks of Portsmouth was that of secret satisfaction at the bustle of an armament, however caused or with whatever object. Portsmouth, in truth, is essentially a naval place,—not one man in a hundred who resides here is altogether unconnected with the navy; and it may be said, too, in spite of all you may hear, that Portsmouth is essentially a true-blue and most conservative town. They love the old *régime*, and most sincerely wish to see things again as they have seen them before. A good hot war, therefore, would be to them a far more precious boon than twenty reform bills, and ballots, or even that huge sop, universal suffrage. Meanwhile they live in hopes of less peaceable times!

Ever your faithful Correspondent,

OMEGA.

• Devonport, 19th Nov. 1832.

MR. EDITOR,—Although the "Trump of War" has not yet been sounded in our ears, still the activity which has pervaded all our naval departments for the last month, has at least kept our expectation alive, and led many a bold aspirant for fame to hope for a speedy return of those happy days wherein he has been told prize-money and promotion were both abundant, and the latter might even be looked for with confidence by those who had only their own "patient merit" to plead their cause. As we have yet but one ship of the line (Cornwallis), and one frigate (Forte), actually preparing for commission at this port, we do not think the approaching crisis will afford much opportunity for naval prowess, nor enable our dashing peace-bred heroes to prove the vast superiority which some of them presume the new school to possess above the old one. While waiting for time and circumstances to develope this, however, I must give you the contents of my scanty journal.

On the 26th ult. the *Britannia* was towed out of Hamoaze by a steamer, anchored in the Sound, and sailed in the evening. Captain Superintendent Ross, C.B., received orders to hoist his pendant on board his yacht, whereby he will in future take rank and command at this port agreeably to his seniority. Firebrand, steamer, arrived from Falmouth. On the 27th our Commander-in-Chief, Sir M. Dixon, returned, and the broad blue burgee resigned its "pride of place" to the modest white flag. His Majesty's ship *Jupiter* arrived. On the 29th the *Onyx*, brig, arrived from Cork; and *Pantaloon* from Lisbon. The *Satellite*, sloop, went into the Sound on the 30th, and sailed next day for Spithead. The *Hope*, packet, was paid off on the 3d instant. The *Comus*, sloop, was commissioned by Capt. Hamilton, on the 6th. The *Stag* sailed for Portsmouth, and *Jupiter* for Cork, on the 8th. The *Trinculo*, with Sir W. Nicolay, Governor of Mauritius, sailed for that place on the 8th. On the 10th the *Rhadamanthus*, steamer, proceeded for

the Downs, having been docked and found unhurt. The *Malabar*, 74, was towed to the Sound by a steamer, on the 15th; and the *Pike*, schooner, arrived from Oporto, the same day; upon which, also, the *Speedy*, cutter, was commissioned. On the 17th the *Malabar* sailed to join Sir Pulteney Malcolm's squadron.

Previous to the *Britannia* sailing from hence, I was favoured, by the politeness of one of her officers, with a view of the interior of that splendid and perfect ship; and although no stranger to the equipment and order of some of our best specimens, in times of rigid discipline and more active employment than the present, I cannot but offer my humble tribute of admiration of the excellent arrangements on board the *Britannia*. It was some time since stated in the local prints, that this ship was undergoing some alterations in the interior fitting, under the directions of Sir P. Malcolm; the principal of which appear to be, the removing some of the cabins from the middle-deck and gun-room to the orlop, so as to leave room to work the capstan without the trouble of lifting any bulkheads; and by carrying the gun-room bulkhead from abaft the aftermost gun on each side to an obtuse angle in midships, just including the space traversed by the iron tiller, and removing the transom cabins, every broadside-gun, as well as the stern-posts on the lower-deck, are perfectly unincumbered and ready for immediate service. To avoid the putting too many executive officers down the cockpit, one cabin is built round the mizen-mast on the lower-deck, and the wardroom steward's berth being removed to the same part of the middle-deck, another lieutenant is thereby accommodated thereon, so that only six officers, who were formerly berthed on the gun-decks, are transferred to the orlop, and of those, but two are executives. The removal of the sick-bay from the upper to the middle-deck, is a most considerate improvement. Sickness on shipboard must, under the most favourable circumstances, be truly distressing, but when the poor sufferer has to endure all the noise and bustle of the fore-castle immediately over his distracted head, it may easily be conceived what an agonizing addition is thereby made to his already, perhaps, intolerable pain; and it remains to be lamented, that a similar benevolent attention cannot be adopted in two-decked ships. The armament of the *Britannia* is of the most serviceable and effective description, being 32-pounder guns throughout, except indeed two of larger calibre for throwing hollow-shot, and those are judiciously placed in the centre ports of the middle arch, where they can be used with effect in such weather as would not permit the lower-deck ports to be opened. In her stowage, too, the *Britannia* is not less efficient; she carries two tiers of iron-tanks in the hold, and these, together with just casks enough, and of commodious sizes to fill her boats, contain 500 tons of water, sufficient for more than five months; while her capacity for stowing provisions, stores, and fuel, is equally ample. Thus it appears that ships fitted as the *Britannia* possess every desirable requisite for accommodating and supporting her crew in health and efficiency, during the longest voyages, or the most tedious blockades, and with the most perfect readiness at all times for battle or other important service; while in the plan introduced in the *Calcutta*, the stowage of water, provisions, and stores, the healthful accommodation of the crew, the ability to perform long voyages or to blockade an enemy's port, without frequent replenishing, and consequently, the general efficiency of the ship as a British man-of-war, are sacrificed at the shrine of an expensive, absurd, and chimerical experiment.

Amongst the many laudable institutions in this neighbourhood, there has been, for nearly two years, past, a savings' bank, established exclusively for the members of the Royal Naval Annuitant Society; and it has afforded much convenience, not only in facilitating the payment of their subscriptions to that Society, but also as a secure repository for the investment of small sums for their children and other relatives, besides being a place of security for such money as those officers may not require to keep in their houses for immediate use, and from whence they can withdraw weekly what they need.

The managers, however, seem lately to have been inoculated with some portion of the liberal spirit of the times, and have thrown open the doors of this useful institution to the widest advisable extent, by permitting *all quarter deck officers* of the Navy and Royal Marines and their relations, to participate in its benefits. Circulars are issuing to announce this enlargement, some of which it is hoped will reach you, and their contents be admitted into your Journal; since, in addition to the means such a bank affords of making provision for children, or the unforeseen casualties of sickness or death, by the accumulation of small savings, much of the inconvenience now experienced by young gentlemen in the navy in obtaining money when abroad, as well as the trouble and risk of indorsing their bills, incurred by their captains, may be avoided by deposits being made for them in this bank, from which they can then obtain letters of credit, and draw upon it as their occasions require.

The Plymouth local Committee of the Naval and Military Library and Museum* has commenced operations. At its first meeting, which took place at the house of Rear-Admiral Brooking on Monday, 12th Nov., the following resolutions were adopted:

That the naval and military officers then present, together with such others as may from time to time be added thereto, should form a Committee for the purpose of obtaining subscribers to that laudable and useful institution, as well as for the collecting and forwarding specimens, curiosities, and other contributions which may be offered to it.

That the said Committee will meet as often as circumstances may require, at the room in the Dock-yard, kindly permitted to be used for that purpose by Capt. Superintendent Ross, C.B., and communicate the result of their proceedings to the Council of the Institution in London.

That the thanks of this Committee be offered to Capt. Superintendent Ross, C.B. for the very handsome manner in which he has offered to accommodate the Committee, as well as for the facility he promises to afford in forwarding the contributions, &c. to London.

That the proceedings of this meeting be reported to the Council in London, with the Committee's desire to be furnished with such information and instructions as they may deem expedient.

That Mr. Thomas Shanks, Purser, R. N. be appointed Secretary to this Committee.

The Chairman having left the chair, it was unanimously resolved, That the best thanks of the Committee be offered to him for convening the meeting, as well as for his kindness in accommodating it at his house, and his very able conduct in the chair.

I remain, your very humble Servant,

ALPHA.

Milford Haven, 20th Nov. 1832.

On the 19th ultimo, his Majesty's Post-Office steam-packet, Crocodile, proceeded from Milford with the daily mail to Dunmore, in Ireland. The commander, Capt. Charles Nuttall, was seized on the passage, at 9 A.M., with vomitings, cramps, and all the other indications of cholera. At 5 P.M. the packet reached Dunmore, when hot blankets, mustard poultices, and every other remedy was applied, but without effect, as at 8 P.M., eleven hours after the first attack, he died. Capt. Nuttall was highly respected, having commanded a Post-Office packet at Milford, for nearly forty years. The packet was immediately put into quarantine, and the deceased committed to the deep, agreeable to the Order in Council. On the following day about one hundred of the principal inhabitants walked to church in deep mourning, as a testimony of respect and regard for the loss of their old friend and fellow townsman.

* For the names of the officers composing the Committee, see our Register for the present month.

Fumigations, washings, painting, and other precautionary measures, have been adopted, and she has since resumed her regular duty. Capt. John Hammond, formerly belonging to the Harwich Packet Establishment, has been appointed to the vacancy.

By a curious coincidence, the ink was scarcely dry which had recorded the above particulars respecting the awfully sudden death of the senior Packet Commander at Milford, when intelligence was received of the still more tragic end of poor Commander Skinner, R.N., the senior Packet Captain at Holyhead.*

On the 28th of October, arrived at Milford, H.M.S. *Belleisle*, to be thoroughly repaired, and cut down into one of those powerful frigates, with which it is so desirable to provide against a future naval contest. Let the merits or faults of Seppings or Symonds be what they may, few naval men will dispute the likelihood of our having finer ships of every class than we had formerly. Most sincerely it is to be hoped, therefore, that, looking neither to the right hand nor to the left, and disregarding all the humbug produced of late years by various projectors of naval architecture, the Admiralty will direct their attention to—

Building first rates like the *Royal William*.

Building no second rates but those of 90 guns, on two decks, like the *Rodney*.

Cutting down all the old small line-of-battle ships into frigates, like the *Barham*.

Cutting down the old cramped frigates into heavy corvettes, like the *Cyrracoa*.

Restoring the former fine 18-gun brigs to their original rig.

Building fine schooners, or, what is still better, *ketches*, to serve as small craft, in place of the salt-boxes, formerly called gun-brigs.

Building, exercising, and, by careful comparison and observation, improving to the utmost, steam-vessels of war.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF 'THE UNITED SERVICE JOURNAL.'

Sam Spril's Visit to Portsmouth.

HONNED HEDITH, — I diddint intend to trubble you agen, but as I thinks your Jarnal is red by all true Englishmen, I can't keep the stopper on any longer; for I am sadly afeard our country is a dropping to leeward, and will let her glory slip out of the slings with a Scarbro warning. Why now, I'll just up and tell you how the yards has been squared with me since I came from abrawd.

As I haddent had a spell ashore since I ran away to sea, and my pocket was no longer flyin' light, I detarmind to get out o' sight of blue water once more, and drop athwart hawse of my own flesh-and-blood agen, afore kicking the bucket. For arter all the outlandish kickshaws, and the oggident, and the black strap, and the gals of all cullers, somehow or other there's nothing like home. To be sure mine was no grate shakes of a home arter all, when toeing a line with the houses I uses in Castle Rag, Sally Port, or Wapping, where I walks in like a lord-o'-the-land, an gets a handle clapped to my name. But then I knose that its rhino as they wants, and that it wont do to go on a stopping there, 'mongst fellers what is no more to be trusted nor a compass-card when it is naled to the deck. So I stows a light cullered shirt in a blue bird's-eye, starts off by a fly-away coach, and next morning nears the little villedge I was born in.

Well, when I begins to make out the river where I first dipped, and the very willow what once saved me from drowning, I felt summut like a top-

* For the particulars of this melancholy event, see our obituary for the present month.

chain a stickin in my throte. Is it possibil, thinks I, as I have sailed round the world since those 'days of childish joy, whose memory has never faded from my feelings! So I stares on, like a man at the mast-head, when we turks the elbow in the road what led an-end to the villedge. But would you believe it?—the poor old Green was all gone, 'closed in, and a row of flush houses along the road side, with a grate red staring brick inn, with stabels and yards, a coverin all the part where our games used, to be, and where each cottager's cow and geese twitched grass and took in warter. Indeed the whole place was so haltered and transmogrified, that but for the old church standin where it did, I shuddent have know'd it. So I larnd that when the old squire slipped his wind, the young un, a scolligate feller, swayed on his top-ropes till all was blue agen. So at last he got slacker and slacker in stays, then he coud only just draw through the water, and then a southerly wind got into his purse. Then he got as sour as a crab acoz he couddent lay his proper course; and insted of being neat in his togs, took to taking his lickers neat. Soon he had but little appetite left, and that little he kept for his drink, till at last he hardly knowed backy from barley-sugar. Then in drops the land-sharks, and away goes the manshun, and with it all the little tennants about it. Down came a spekkulashun man, and spoiled the farms, and the sports; so then they as had been bred at the Sunday-school had nothing to do but sit in the grog-shop and read nusepapers all day, and trubble their wits about their betters, which turned their heads, and they never has been fit for any thing arter. Nay, honner'd Sir, some on em wants to prove that every varsal affair what exists is rong, that the nation has all along been in the dark, and that the people has all been trod upon worse nor dogs, by the rich men, and the parsons, and the lords. So I asks whether every thing could be wrong which made our little island guverne the world, and whether they would wish to see every body kings and captains? for, says I,

"If you're a Signor, and I'm a Signor,
Pray who is to pull the boat ashore?"

But seeing as they had all becum flammergasted and bemuddled in pollitix, I soon took a broad offing, by getting on the outside of a horse, and standing for Portsmouth, which was only a few miles to the S.E. of me. The hannimal, howsomever, hove and set so cantankerously that I soon carried away his head gear; and findin my sheathing chafed, I turned him adrift, and took over Post-down hill afoot. So I began a thinking I had left all the radicals astern o' me, and I should now see the pride of the nation—the glorious and loyal British fleet—a site worth the island of Jamaka and all its rum. But when I brings up at the Pig and Tinder-box, where I always takes a hammock, I hears, for the first time, that a 'farnal French squadron was riding cheek-by-jowl alongside of ours! So thinking old Haulaway, the landlord, wanted to queer me, I axed him if he wasn't a mudding the water to catch fish. "No," he says, says he, "I'm blow'd if I am!—and that ere little chap as is shaughtin the doodeen in the corner, was amongst the forrenarian varmint this very aftermoon." Well, thinking this was all flummical jaw, I felt myself a brisselinelike a wild hog in a jungle; but as every one that dropped in spun a yarn from the same winch, and feathered the same oar, I was obligated to lissen. So then they told me how us two grate powers was a going to bully our poor old friends and brother Protestants in Holland; and that a war was made to purtect the peace, because the French democrats and English radicals says the Dutch has no more rite to keep Antwerp than we have in Gibraltar. Then they told me the Crappos was commanded by Admiral Vile-enuff, a ship of the block what was split at Trafalgar, who is to lead our admiral after the fashion that a fox takes a goose in tow. "Well," says I, "this is what I calls insulting to Old England, for a French fleet at Spithead is as unnatrel as a porpoise in a pigeon-hole; and I should just as soon expect to find a barrel of tar in a lady's state-room as Vile-enuff swaying away at Portsmouth." But sartilly this nation has had

bad luck ever since they put scarlet cuffs upon the naval uniforms; and I always guessed no great good would come of sailors betaking themselves to tea and tracts. Every body at the Block and Quadrant has been scared the last two months about a comet; but had that comet run right aboard of us, the shock would not have been grater to me than this conjugal split. For we all has our innotions, and we may say,

(The poorest sailor, when he's trod upon,
In corporal sufferance feels a pang as grate
As when a skipper mourns.

Well, finding I couddent sleep, I turns out at gun-fire, and fetches the saluting battery, from where, sure enuff, I saw that emblim of sedition and murder, the tricullerd drappo, a flying on their clumbungies. Oh, Nelson, Nelson! sighed I, and is it come to this arter all you said and did? Why, every true sailor hatts a Frenchman from his heart, and this fine feeling is a consolation under all circumstances,—yet they would rob him of so patriotic a bearing! When the peace took place after Crappo had no fleets left, and our sodjers had pinned Paris, my own cousin, Dick Sprit, went out as bossun of a French Ingymen, that he might still enjoy the pleasure of threshing Frenchmen. As for myself, the very sight of the rascally tri-cullerd flag flying in freedom, made me fetch my breath through my back-bone for grief.

So I boxed my pumps about, and by-an-bye comes some boats ashore—both English and French—damn em! and there they was, a doing the civil as they landed, and as thick as inkle-weavers, with their salammung, and bowing, and scraping, and all that ere kind o' thing, minding one of a parcel of porpusses before a breeze comes on. But the Crappo officers couddent steer their own boats as ours do; they had a cream-cullerd rascal abaft em to pipe the stroke, and who with his whissel was as proud, I heard a 'longshorer in black near me say, as a Roman lickter with his consul's feces. So the 'longshorer drops alongside o' me, and finding that I cursed all them as was altering the nature of British seamen, and doing a world o' mischief without a chance of any good, he says, "Oh, but the war will be over in six days, and then the French will quit Belgium agen." "Will they?" says I. "Yes," he says, says he, "they will; and you'll see they won't keep Antwerp arter it is taken." "But," says I, "spose they do, eh?"

So when I turned from this disgusting site, I stood for the Pig and Tinder-box, where I cleared outwards, and mounting the bow of a coach, never rested till I took up my old moorings here. When I axed some of our untarnished tars to get up a petition for the king to kick the Frenchmen to their own ports, they said the king knew all about it, for even when he went to Bryton the other day, with his queen, the blood staned tri-color of revolution was hung out afore him, at the Clarence hot-hell. So I spose all the people is too mad and sarey at present to listen to reason, and fire-ships will be allowed to sow bad principles and sedition in every ole and corner.

Well, honherd Heditur, seeing as the squall is a coming, we can only clue up till it blows over, and grin and bear while we take it. I am not given to be taken aback by cats-paws, so I thort it best to cut pen and log these partiklars. As for the French, why they is deep enough to steal the teeth from a sleeping man; and as for their friendship, I'd trust it no further ner I could swing a ship by the bowsprit. Sailors loves em no more nor frogs love fire; but becoz some of our green uns has larnt to call turkeys *ding-dongs*, fish *poison*, oysters *wheat-ears*, bread *pains*, horses *shovels*, cabbages *shoes*, and hats *choppers*, they confuses their mother-tung, and their morals, and their politix altogether. To gain any thing by French means is trying to save grog in a cabbage-net; and may be who harms the British navy find his sheet-anchor fail in the hour of need, and go up in the smoke of a fore-cassel-gun.

So no more at present, from your humbel sarvent,

(With speed.)
Marlinespike Lane, Nov. 1st, 1832.

S. S. S. S. S.

State of the Expedition of Don Pedro at Oporto.

COMMUNICATED BY A PORTUGUESE.

[We give the following letter almost *literatim* as penned by the writer, whose matter is best rendered in his own phraseology, which is at least intelligible.]

MR. EDITOR,—An English officer, who has just joined the constitutional army, has favoured me with your number of this month, and I saw with pleasure and interest, that you judge our operations here in the same light we do, viz. that the ignorance of the generals, on both sides, is the only motive of the long duration of this campaign. If Count of Villa [Flor?] was an experienced general, we might be masters of all the ground between the river Vouga and Tamega; and if his opponent was not an ignorant, (neither Dom Miguel nor Dom Pedro like to give the commandment of their troops to officers of distinction,) he ought to have known, that a large redoubt, strongly situated, as that of the convent of Serra, garrisoned by a thousand brave and determined men, commanded by a major of cavalry, but perfectly acquainted with the duties of the engineer, was not to be taken by storm, when the *trenchée* may be open against it, and the attack directed *à la sape couverte*! Observing then, Mr. Editor, that you are not indifferent to our situation, I take the liberty to send you a *Mémoire* about our expedition, apologizing at the same time not only for my broken English, but for the hurry and precipitation it has been written. Believe me, Mr. Editor, the officers and soldiers cannot be neither more courageous, nor more patriots, but we want *un homme de tête* near, or about Dom Pedro, and a general in the field. If Saldanha or Stubbs were with us we would not be besieged.

Eu nunca louvarei

O general que diz "Eu nao cuidei."—CAMOENS.

I will never praise the general excusing himself by saying "I thought not."

The expedition of Dom Pedro, military and generally speaking, has failed; because this misguided prince, miscalculating his forces, and overrating his personal influence, has missed not only his particular butt [object], but even damped the enthusiasm and prestiges of the first campaign. And whatever may be the final result of the actual contest, true it is that Dom Pedro has *compté sans son hôte*; has been forced to put himself in the defensive instead of the offensive; and to have recourse to a new plan of campaign, quite different of [from] that he had fancied at Paris, and boasted of, in his first bombastic *bulletin*, at Oporto! The failure of this first campaign is to be attributed by professional men, not to the influence of the monks, as the newspapers delight to repeat to amuse John Bull with tales like those of the Templars in Walter Scott's works, but to many real and political causes, of which I will enumerate the most evident and striking, on the opinion of the Portuguese themselves.

The strength or force of an army is composed of two elements, moral and material; and Dom Pedro, by the motives I will soon explain, deprived the brave and generous division he is commanding, not only of an important part of its moral force, but even of the physic[al] and material one. As to moral force, he began by putting aside, and forcing the most popular generals, and no doubt the more experienced, not to make part of the expedition. So, while Dom Pedro was fighting at Oporto, General Saldanha, General Stubbs, Cabreira, Moura, Mello, and the Marquis of Valença, were idle at Paris, London, and Dunquerque, in compliance with the orders, and according to the wishes of Dom Pedro and his ministry! The absence of these generals is the principal motive of the indifference Dom Pedro has been received with by the Portuguese people, and by the Miguelist army. Moreover four hundred Portuguese, military and volunteers, for having shown themselves particularly attached to the above-mentioned generals, were, and are still, abandoned

in France,—conduct which gave much dissatisfaction to the constitutional party in and out of Portugal. The decree of the 13th of March, by which Dom Pedro dismissed the regency of Terceira, assuming himself the absolute power, violating so, and without necessity, the Constitutional Charter, has become also a great motive of defiance [distrust] among the partisans, and enthusiasts of the queen and of the Charter, who began to suspect that Dom Pedro was not constitutional,—suspicion, which his recent conduct at Brazil did not contradict. Lastly, Dom Pedro, instead of calling to his council the stout patriots, surrounded himself [with] *persons for the most part very obnoxious to the liberal party*, and admitted in his staff *the very same officer* who, in the year 1810, had led the General Massena till [to] the lines of Torres—treason, for what he had been condemned to be hanged in Portugal. These are the motives and the facts which deprived the *liberating army* of all the means of influence in the spirit of the Portuguese, who, conceiving so [as] much suspicion of Dom Pedro as of Dom Miguel, declined to take part in the civil war, only for the satisfaction of placing Dom Pedro instead of Dom Miguel.

As to the material force of which the presumption and ignorance of Dom Pedro and of his favourites as to military matters deprived the army, it will suffice to say, that a distinguished English officer, knowing Portugal much better than Dom Pedro and his ministry, went to Paris, last winter, to offer him a strong division of infantry and cavalry, whose expense ought to begin to be paid only a year after the Constitutional Government would have been re-established at Lisbon; but the gallant officer having declared that his intentions were limited only to the service, or to aid the liberal system, and no other, his services were refused. The Spanish Patriots, too, have tendered their services, and too they were refused! Lastly, some French generals offered to send 5000 French and Poles to Oporto; the Marquis of Palmella approved of this plan, but his colleagues at Oporto disapproved it, out of jealousy! These, Sir, these are the reasons because the campaign of Oporto has failed. To those motives you must join the want of an experienced general, capable of manœuvring in the field; want which has been so palpable, that all the newspapers agree to say that the Count of Villa Flor was not the proper man for so delicate an enterprise.

But how did Dom Pedro and his ministry come to behave so contrary to their own interests? By two motives:—1st. Because they were persuaded by some intriguants, and in spite of many good advisers, that the Miguelite army would join Dom Pedro as soon as he would present himself in Portugal. The infatuation of Dom Pedro, of Mr. Freire, and Mr. C. J. Xavier, was so great before their landing at Oporto, that they ordered their agents at Paris, and at London to direct the official correspondence to Lisbon, as soon as the expedition would have sailed from Saint Michael to Portugal! 2d. Dom Pedro, as soon as he arrived in Europe, after his abdication at Rio Janeiro, intended to annulate the abdication of the Portuguese crown, and become King of Portugal; for this purpose he consulted the English and French cabinets; that declared, that it would depend of Portuguese themselves to him. A great number of Portuguese Lawyers, and a greater number yet of Portuguese officers declared themselves against such a pretension. This objection forced him to call to his council those men who would approve of his plan, and to give the command of the troops to a general who would consent him to endeavour to seduce the army to proclaim himself King if he succeed in his miscalculated expedition. But it happened that the men he called and seduced to support him were the most incapable, particularly the commander-in-chief; and for that reason the expedition and the most brave men in the world, as all those Portuguese and foreigners who form the Constitutional army at Oporto, are put in the greatest danger.

To conclude, Sir: this generous expedition has been put in jeopardy—1st. By the ambition and false politique of Dom Pedro; and 2d. By the ignorance of the general-in-chief; whose operations I will examine in

another letter, if you find some ideas, or any fact of those I have exposed, worth of your interesting Journal.

I have the honour of being, Sir,

Your most humble Servant,

Oporto, 17th Oct. 1832.

PORTUENSE.

“Portuense” in continuation.

... A French writer said, “*Avec un général médiocre les meilleures troupes ne font que de petites choses*.” the Count of Villa Flor, by his false manœuvres, has too much confirmed that assertion. He landed at Oporto on the 7th of July, at the head of a division 3000 men strong, the most part of them staunch and determined soldiers, commanded by officers experienced in the Peninsular War; he had the good fortune to surprise the General Sancta Marta, who was forced to cross the Douro in the greatest confusion with 3000 men, abandoning the second brigade of his division at Villa de Conde on the left bank of the same river; but instead of marching immediately against the enemy, retreating in disorder and unable to turn about, he remained at Oporto, strange to be said, to assist some *thanksgiving* in the churches during nine days! It was only on the 21st that the Count of Villa Flor awoke; it was too late; and all the advantages he had boasted of in his first bulletin were lost, and Sancta Marta, having concentrated all his division at Vallongo, was coming to attack Oporto *à son tour*. The two armies fought bravely, but Villa Flor was even now the *dupe*, for he detached Colonel Hodges with a small force, supposing that there were at Vallongo but some *guerrillas*, when Sancta Marta was there with 10,000 men! The result of this bloody battle was very insignificant, because by the misconduct of the governor of Oporto in that day, the army was forced to come back, leaving Sancta Marta to retreat again very quietly to Penafiel. The incapacity of Villa Flor has been yet more evident on the 7th of August at Souto Redondo, three leagues far from Oporto in the road to Coimbra. He made his dispositions to go and surprise the enemy; he marched with the minister at war, Mosinho d’Albuquerque; but they have manœuvred so ignorantly, that they were forced to turn right about in confusion, after having succeeded in the first attack, the enemy rallying only because Villa Flor did not know how to manœuvre with his infantry before some squadrons of light cavalry! The troops lost all their confidence in him since that day. On the 29th of September, when the Miguelists assaulted some batteries of our lines, the Count of Villa Flor has not known how to take advantage of the courage, boldness, and firmness of the army, and his dismissal has been decided upon. His quarter-master-general was so improvident that day, that some batteries had no ammunition. At last Villa Flor commands no more; Dom Pedro himself assumed the command in chief; but the most part of his staff is bad: he will not be able to enterprise any thing before the arrival of General Stubbs and Saldanha, who had till now been put aside by the intrigues of a *caballerie* that surround Dom Pedro.

Oporto, November 7, 1832.

PORTUENSE.

Mr. Caulfield Beantish on his Plan of Naval Construction.

MR. EDITOR,—As you have been indulgent enough to give a place in your influential Journal to a letter signed “JOHN BROWN,” containing severe animadversions upon a construction of vessel which has been invented by me, I trust you will not withhold from me the same medium for the purpose of exposing to the public, the extreme inaccuracy, gross ignorance, and gratuitous assertions of which that letter is principally composed.

Mr. Brown in the first place, asserts that, in the construction of the Paddy from Cork, “I have sacrificed stowage, accommodation, and som-

fort." "This assertion is unsupported by any sort of proof. "He gives no statement of the vessel's height between decks; no statement of her cubical capacity, exclusive of ballast; no statement of her height above water! I must therefore conclude, that he is altogether ignorant of her dimensions; consequently, that his assertion is wholly gratuitous; and I shall content myself with stating, that any person acquainted with the subject, and capable of forming a comparison, who had once seen the interior of the vessel, must have also seen that her capacity for stowage, and consequently her powers of affording accommodation and comfort, were equal, if not superior, to any vessel of her tonnage that has ever been seen in these realms. If Mr. Brown really believes what he asserts, and argues from his knowledge of the dimensions of the vessel, will he, as he has volunteered to enlighten the public on the subject *generally*, now do so more *particularly*, and favour us with the height of the Paddy between decks, her cubical capacity above the platform, and the height from her ballast-water-line to her deck?"

Mr. Brown proceeds with a series of questions, which he very naïvely answers himself, without condescending to add a shadow of proof to support his monosyllables. Is she sightly? asks Mr. John Brown. No! replies Mr. John Brown. Is she well-proportioned? demands the same examiner. Again the same respondent answers, No! Is she a vessel to keep the sea? asks Mr. Brown, and forthwith the same Mr. Brown answers, decidedly no! At once to stamp her with incompetency, the gentleman finally demands, What then is she?—and, in his own facetious manner, gives his own facetious answer.

Sir, I am inclined to think, that, notwithstanding this luminous and authoritative catechism, the public will not be disposed to bow to the *ipse dixit* of Mr. John Brown, on the subjects of beauty and proportion in naval architecture; and as to the sea-going qualities of the Paddy, if he looks for believers in his doctrine, he must first present the world with something more conclusive than dogmatical negatives.

He says, "she dare not venture into the sea—the open sea." How then, will this ingenious gentleman explain, was she to perform the voyage from Cork to Portsmouth, which she has done three several times; and on one occasion (September, 1830) beat from the Land's-End to Cork harbour against a N.W. gale, under a try-sail and fore-sail; although Mr. Brown asserts that "she'd turn the turtle off Scilly"?

This commentator upon the performance of the Paddy from Cork proceeds to notice an alteration which I made in her stern, and insinuates that this alteration will not, as has been stated, have reduced her tonnage; but the contrary. This he attempts to prove by the following diagram



No. 1 being the former, and No. 2, as he asserts, the present form of the bow. Now, Sir, Mr. Brown's diagram, ingenious as it may appear, does not represent the alteration which has been made,—which would be properly expressed thus $\frac{1}{2}$ and this figure would at once make evident to

any person acquainted with the rules by which tonnage is calculated, that the alteration *must* have reduced the tonnage of the vessel. I have, however, never made any further point of this, than to meet the report which had been circulated, of her having been lengthened several feet by the bow. As for the accuracy of her present tonnage, namely 97, and not 100, (as Mr. E. states,) I have the high authority of Mr. Lemon, a gentleman long known, and deservedly respected as the surveyor of Passage West, near Cork.

Mr. Brown now proceeds to notice the specific performance of the Paddy, and asserts that she beat the Emerald "very uneasily." Sir, I cannot better refute this assertion than by referring this gentleman, or those, if any, by whom his assertions are credited, to the account of the trial as given in the United Service Journal for August last, the main facts of which are

contained in the official report that was made to the Admiralty, and a copy of which is in my possession. Will Mr. B. support his other assertions respecting the Emerald, by stating when and where this vessel proved herself "superior in all qualities necessary to a sea-going vessel"?

Your veracious correspondent next states, that it was "notorious to all Portsmouth, that the Dauntless, a yacht of 84 tons, was always hovering about, open to a fair challenge from the Paddy." Sir, it is notorious to all Portsmouth, that for fully one month after the arrival of the Paddy last summer at that port, during which time she was almost daily under weigh, *the Dauntless never stirred from her moorings!*—and I now add that, when she did so, I was given to understand that she was engaged to sail with the Emerald, for the purpose of ascertaining the Emerald's trim; I, therefore, studiously avoided any competition with her, and having afterwards heard that the Emerald had proved very superior to the Dauntless in anything of a breeze, I could have no object in contending with her. When Mr. Brown talks of sailing with other known yachts, and challenging the Royal Yacht Club, he shows himself clearly unacquainted with the purposes for which the Paddy was built. She was built on the faith of a promise from his present Majesty, when Lord High Admiral, that she, as a model of a new construction of vessel applicable to H. M.'s service, should be allowed a trial with a similar class of vessel, namely a tender in that service. After his Majesty's gracious intentions had been defeated by misrepresentation, and the trial thus, for a long time, evaded, it at length took place last summer at Portsmouth, when the Paddy proved herself to be possessed of very superior qualifications.

It is amusing to see Mr. John Brown's attack descend to the items of cleanliness and rigging; but even here he shows a very consistent degree of ignorance. Much of the Paddy's rigging was made at Cowes, and the entire was fitted by an *English* naval officer, then acting as her captain,—an officer whose distinguished services in the Burmese war and on the coast of Africa, gained him his present rank—Lieut. Coyde, R.N.; and apropos of "holystones and sand," it is an unfortunate coincidence for John Brown, that Mr. Coyde's attention to neatness and cleanliness obtained for him the soubriquet of *Holystone Jack!*

I feel that the insertion of this letter must intrude upon your valuable pages; but I trust, nevertheless, that your love of justice will induce you to give it a place, and that you will make some allowances for the feelings by which I am influenced, when you consider that the result of many years of laborious and expensive experiments is now sought to be destroyed by the gratuitous assertions of either ignorance, prejudice, or malignity.

I remain, Sir, your most obedient Servant,

J. CAULFIELD BEAMISH.

Cove of Cork, Nov. 18, 1832.

The Paddy from Cork to the Editor concerning one John Brown.

Plaze your Honors—I couldn't but laugh, let alone bein flattered, to see a long paper concerning myself in your fine book last first of November, signed "JOHN BROWN." I'll be bail 'tis no Galway or Sligo Brown that done it; for the whole family of them is too decent to be after running down the karakter of a poor neighbour like myself, and trying to make people believe that black is white agin the ividins of their sinsis. And so I've naither beauty, nor proportion, nor say-worthiness, nor stowage, nor-nothin at all at all to suit John Brown's notions of a good cutter! Monuar! Monuar! O wish a! wish a! What'll I do! What'll I do! And so batin th' Emerald 'in the way I did was nothin! "And why didn't I bate the Dauntless that was every day axin me?"—(Oh further! the Dauntless that was well leathered by th' Emerald!!!)—And then I'm only a regatta racer!—And I'm quite entirely not fit for the say!!—(Yerrah! John, who

ould you wid that *thumper* ?)—And then I want a mate, and helystones and Cowes riggins, and——John Brown at the helm I suppose, with a pair of white kid gloves, holding a mahogany tiller, carved all over, for all the world like a Cockney's bed-post.—Well! well! isn't it out of the way wonderful to your honor, how far prejudice and jealousy will carry them Englishers? Not satisfied with takin away our parlyment and our Lords, and our Squires, and the price of our pigs and corn, and, tho' last not laste, the big ships that would be after bringin some of the money back agin to my own native place—that's the harbour o' Cork, savin your honor's presence—they now want to rob us of the little we have left—our brains; and 'tis little they'd know what to do wid em seein that ours are accustomed to thrive on short allowance—God help us! And so, ather batin all the yachts that dar face me at the Belfast Regatta, in 1830, when it blew half a gale of wind—after bringing off the large class cups in the Clyde, and at the Isle of Man, in the same year,—after sailing neck-and-neck with Lord Anglesea's Pearl, the fastest cutter of her size in the three kingdoms, and *fourteen tons* larger than myself, in her best weather, and my worst—namely, a light breeze, smooth water, and a strong lee tide—after thrashing th' Emerald, which an *honourable* (?) Admiral on this station, once officially reported had beaten me!—After takin in nearly a *King's cutter's allowance* of stores, when I only professed to qualify as a *tender*,—on every point of sailing, and more particularly blowing hard in a head-sea; after making a fool of the new Admiralty yacht of 140 tons—after seeing bad weather enough to have had three booms, two masts, a bowsprit, and two suits of sails in three seasons; beating during that time, from Plymouth to Cork, against a S.W. gale, under a trysail, (oh! that John Brown was then at the fore-sheet,)—after all these proofs of superior sailing qualities have been exhibited before numerous and reputable witnesses, more particularly my trials with the Pearl and Emerald*—am I now to listen to a John Brown (!) tellin me that I have doped nothing? Arrah, John, don't bother us, if you please!

Wishin your honor's fine book success and long life,—case why,—it gives every one fair play,

I remain your honor's servant to command,

THE PADDY FROM CORK.

Replies to F. S. A. as to the Regiments employed at the Siege of Cork.

London, 5th Nov. 1832.

MR. EDITOR,—With reference to the query of your correspondent F. S. A. respecting the Regiments employed at the siege of Cork, if the enclosed minutes are of any service to you, I shall be glad.

I do not trace why the 8th, or King's Regiment should be both the Princess Anne's and Beaumont's. If it is, the historian should not have placed Churchill's between them in the list he gives of the corps at the siege.

The seven Regiments you mention, as Hale's, Collier's, Fitzpatrick's, Barton's, Monmouth's, Torrington's, and Pembroke's, I have always understood to be new corps, and to have been reduced after the war.

Hale's, however, may be more doubtful than the rest; as some imagine it is possibly the 14th, Hales having had that Regiment till 31st December, 1688; and sometimes the corps were, for a short period, called after their last Colonels, by ordinary commentators; although the Gazette writers ought to have known better.

The orthography, however, may assist us in thinking there were two dis-

* The Marquis of Anglesea, Lord Clonbrook, Sir John Brooke Pechell, R.N. Capt. Hyde Parker, H.M.S. Victory, Capt. Hastings, H.M.S. Excellent, Lieut. Nott, H.M.S. Excellent, Mr. Sadler, H.M.S. Victory.

tinct Regiments; the 14th, of which Sir Edward Hales, Bart. was Colonel, and a new corps commanded by Colonel Hale.

I am, Sir, your most obedient humble servant,

H. T.

It appears, by Harris, that the Cork expedition was resolved on before King William left Ireland; for, by original letters of the 20th of August, 1690, a fleet then lay at Portsmouth, to take on board five battalions lately arrived from Flanders; three regiments lately come from Ireland; and two of marines.—p. 290.

Accordingly, on the 21st of September, the Earl of Marlborough came into Cork road, having on board nine complete regiments, besides two detachments amounting to 300 men, from the regiments of the Duke of Bolton and the Earl of Monmouth.—p. 291.

Story tells, that these regiments were—

The Earl of Marlborough's fusileers (now 7th foot.)

Brigadier Trelawney's (now 4th foot.)

Princess Anne's.

Colonel Hastings' (now 13th foot.)

Colonel Hale's.

Sir David Collier's.

Colonel Fitz-Patrick's.

100 men of the Duke of Bolton's.

200 men of the Earl of Monmouth's.

Lord Torrington's marine regiment.

Lord Pembroke's ditto.—p. 44.

Harris says, they landed, and everything being ready on the 28th of September for a general assault, the besieged beat a second parley, and the town surrendered.—p. 292. (See Gazette, No. 2598.)

Although Colonel Churchill is spoken of afterwards as commanding the garrison of Cork, I do not discover what share his regiment (the 3d foot), or Beaumont's (the 8th), had in the siege of this place; nor are they mentioned in the list of the several regiments in Cork garrison afterwards, of which Story quotes the following return:—(p. 29)

	Men.	Sick.
Princess of Denmark's regiment	502	80
Colonel Hastings' ditto	462	216
Colonel Hale's ditto	720	308
The detachments	300	200
	1984	804

Also, an account of the numbers of sick at Kinsale:—

Prince of Denmark's regiment	220
Colonel Trelawney's ditto	224
Earl of Marlborough's ditto	180
Colonel Fitz-Patrick's ditto	190

814

I do not find what regiments the Princess Anne had in 1690. George, Prince of Hesse Darmstadt, got the present 6th foot, the 15th April, 1691. Sir Edward Hales, Bart. had the 14th foot, from 1685 to 31st December, 1688; and if the same as Harris's, Colonel Hales was governor of Cork before Colonel Churchill, or about the same year—1690.

The other regiments mentioned at the siege were new levies, and reduced after the war. Sir David Colyear, who commanded one of them, (which I perceive, at one time, had 13 companies and 928 men,) had gone as a volunteer to the army of William, Prince of Orange, in 1674; and had the command of the Scots Regiment in the service of Holland; came over with King William; created a Peer 1699, and succeeded to the 2d regiment of

foot, 27th February, 1703, being then Lord Portmore.—*Peerage*, p. 566—*Succession of Colonels*.

Macky says, that Lieut.-General David Lord Portmore was one of the best foot officers in the world,—very brave and bold—with a great deal of wit—very much a man of honour, and nice, in that way—had lost one eye.—p. 161.

His Royal Highness, Prince George, husband to Queen Anne, was made Lord High Admiral on her Majesty's accession to the crown.—p. 2.

The Duke of Bolton's regiment was disbanded in 1697 or 1698, and I find Lord Portmore's on half-pay in 1713—they were probably also reduced in 1697 or 1698.

The Earl of Torrington came over Admiral of the fleet with King William, and, being in favour, was made an earl.—p. 78.

Lieut.-Gen. Churchill, and Colonel Churchill, vice-admiral, were brothers to the Duke of Marlborough.—pp. 159. 167.

Thomas, the eighth Earl of Pembroke, K.G., was Lord President of the Council, Col. of Marines, Lord High Admiral, &c. &c. Four of the six marine regiments were disbanded about 1713.—*Peerage*, p. 97.

Edward Fitzpatrick, Esq. of the Earl of Upper Ossory's family, had, at the Revolution, the command of a regiment given him, Dec. 31, 1688, was made colonel of the Royal English Fusileers, Aug. 1, 1692, and a brigadier gunner in 1694; was drowned in his passage from England to Ireland in 1696.—vol. ii. p. 346.

The Earl of Monmouth, who was first commissioner of the Treasury, was almost drawn into a scheme for King James's restoration; he was discarded, and espoused the Princess Anne's interest—but afterwards sent to the Tower.—*Hist. Eng.* vol. viii. p. 9. 8vo.

The colonels of regiments on the Cork expeditions were commissioned by King William soon after his landing: namely—

Col. Hastings, of the 13th,	28 Nov. 1688.
Churchill, of the 3d,	} 31 Dec. 1688. }
Trelawney, of the 4th,	
Beaumont, of the 8th,	
and Churchill, of the 7th,	28 Aug. 1689.

In the list of what forces are necessary for the year 1691, referred to the Committee of Supply of the House of Commons, 9th Oct. 1690, the following is the strength and expense of the regiments mentioned in this memoir.—*Journals*, vol. x. p. 431.

Regt. of Fusileers	Comps	Men.	Pay per Annum
Col. Trelawney's,	13	700	£16,145 3s. 4d.
Col. Hastings',	} . 13	780	£16,145 3s. 4d.
Col. Hales's,			
Sir David Collier's,			
Col. Fitzpatrick's,			
Duke of Bolton's,			
Earl of Monmouth's,	} . 13	780	£16,145 3s. 4d.
Col. Churchill's,			
Col. Beaumont's,			

Note—There were two Duke of Bolton's regiments; one of Hampshire, and the other of the north, one of which had 13 companies and 780,—the other, only 12 companies and 720 men. Pay 14,968*l*.

The Queen's Battalion of Danes, was 6 companies, 600 men, and Prince George's Battalion 5 companies, 500 men.

In 1697 was the famous vote for disbanding all the forces raised since 1680! which reduced the English establishment to about 7000 men; and, had it been strictly enforced, would have disbanded all the infantry but the old six regiments of foot.

12th Nov. 1832.

MR. EDITOR,—Your Correspondent F. S. A., whose letter appears in your last number, may obtain a trace of the seven regiments which have so much puzzled him, by referring to the Journals* of the House of Commons, from which I have extracted the following:

Col. Hales's regiment,	} "Made Matines" 1st Aug. 1697, 74.
afterwards Goodwin's, and Colt's	
Earl of Monmouth's,	} 1698. Subsequently disbanded.
afterwards Col. Mordaunt's,	
Sir David Collier's,	} ditto ditto.
Col. Fitzpatrick's,	
afterwards Collingwood's	} Placed on the Scotch Establishment,
Duke of Bolton's,	
	} from 11th Mar. 1697-8. Disbanded.
	} In the West Indies from 26th March,
	} 1699. Disbanded there.
	} Disbanded 1st March, 1697-8.

Lord Torrington's and Lord Pembroke's marine regiments are not so clearly accounted for, the names of their colonels being omitted in the Navy Estimates; but only two marine regiments were established from 1689 to 1698, both of which were disbanded in August, 1698.

I remain, your obedient servant,

J. U. S. Club.

H. M. M.

P.S.—Regiments were first numbered pursuant to a king's warrant dated 1st July, 1751.

Capt. Jenkin Jones, R.N. on Capt. Basil Hall's Letter respecting Capt. Corbet.

MR. EDITOR,—Having derived much pleasure from the perusal of the letter from Captain Basil Hall, which appeared in the last Number of your Journal, I feel it incumbent upon me to express, through the same medium, the sense which I entertain of the promptitude and candour with which he has admitted the unintentional incorrectness of his statement respecting the conduct of Captain Corbet, and the behaviour of the Africaine's ship's company in the affair with the French fugates.

I quite agree with Captain Hall in thinking that the friends of the late Captain Corbet have no reason to regret the publication of the statement above alluded to, since, if it had not appeared, the conduct of Captain Corbet might "still have been left to be bandied about in the Navy, not much to the credit of the profession, and to the very natural mortification of his friends."

Although I felt it due to the memory of a gallant officer, under whose command I had served, to state such circumstances respecting his behaviour as had come under my own observation, I would on no account have it supposed that I am an apologist for that harsh and rigid system of discipline which Captain Hall so justly reprobates. The force and pertinency of his strictures upon the ill consequences of such a system will remain unimpaired by anything which I have advanced upon the subject, and have its due effect upon the minds and habits of the youths of our profession who may chance to peruse Captain Hall's instructive and amusing work.

I have the honour to be, Sir,

Your obedient Servant,

JENKIN JONES, Capt. R.N.

East Sandfield House, Guildford, 8th Nov., 1832.

**General de Alava on the conduct of General San Miguel.*

MR. EDITOR,—I have been informed that a most unwarrantable attack upon the personal character of M. de San Miguel, Secretary of State for Foreign Affairs in Spain, under the Constitutional Government, in 1822 and

* Vol. X. p. 212.; Vol. XI. pp. 177. 670.; Vol. II. pp. 409. 530. 582. 634. 664.; Vol. 13. p. 457.

23, has found its way into the United Service Journal of September of the present year. Widely as I have differed, and do still differ, upon many points, from M. de San Miguel's political opinions, though involved in the same fate with him, I owe it to justice not to let the said attack pass unnoticed or unanswered. With the strictures upon his political conduct I have nothing to do for the present; but, even making a large allowance for the lengths which party spirit is apt to go, I confess I have been startled at seeing a charge of embezzlement—nay, I should say of robbery—brought forward against a gentleman whose character for probity stands unimpeached. Indeed it cannot be expected that I should prove the improbability, nay the utter absurdity, of the charge in question, as it is well known that, in all cases, the *onus probandi* lies with the accuser. This only I will say, that no man acquainted with the state of Spain in 1823 and M. de San Miguel's situation at the same period, would charge him with having carried away the church plate of Seville, and that no man acquainted with that gentleman's private character would have cast such an aspersion upon his conduct. In this particular I may be permitted to invoke the testimony of my noble friend, Lord Heytesbury, by whom M. de San Miguel was strongly recommended to the Gibraltar government, precisely at the epoch alluded to, and I am bold to say that his Lordship, who, as I have reason to know, entertains the highest opinion of that gentleman's moral qualities, will not hesitate to declare the accusation to be unfounded. I will also refer to Lord Elliot and Mr. Ward, who were both attachés to the English embassy at that time, and had frequent opportunities to know M. de San Miguel in Madrid and Seville.

The letter signed "A Friend of San Miguel," which has appeared in the same Journal, seems to render the present testimonial nearly useless. It would be totally so had not the modesty of the writer by that letter withdrawn him from affixing to it his name, which would have given to its weighty and uncontrovertible arguments the sanction of a character that stands deservedly high with the generality of the British public.

I beg that publicity may be given to the present letter, which, even coming from so humble an individual as myself, will, I should hope, carry some weight for those who know my unwillingness to mix in political discussions, unless, as it happens in this case, a strong and well-founded conviction, and a due sense of what is owing to the wronged reputation of a man of honour, should make it imperative upon me to advocate the cause of truth and justice.

I have the honour to be, Mr. Editor,

Your most humble and obedient Servant,

Tours, 29th Oct., 1832.

MIGUEL DE ALAVA, K.C.B.

* * The gallant and respected writer of the above had not, we presume, seen the explanation which appeared in our last Number, by the Author of the "War of the French in Spain in the year 1823," on the subject of the offensive passage relating to General San Miguel, introduced in the Fourth Number of those "Sketches," published in this Journal September last. The offence consisted in the assertion that Señor San Miguel had carried away with him a large quantity of the church plate of Seville.

This assertion was contradicted in our succeeding Number by "A Friend of San Miguel;" in reply to whom, and at our immediate instance, the writer of the "Sketches" transmitted an explanation, which we inserted last month. This explanation declared that no insinuation was intended or conveyed that Señor San Miguel had furtively possessed himself of the treasure in question, or that he had improperly applied it after it was in his possession.

In addition to this disclaimer on the part of the immediate writer of the passage, and under no other influence than that of a becoming sense of justice and sympathy towards an officer of whose personal respectability and honour we are made fully sensible by the testimony and assurances of gen-

tiemen entitled to implicit credit, we do not hesitate, as far as we ourselves are concerned, to express our unqualified conviction that any imputation, derogatory to the character of General San Miguel, supposed to arise out of that passage, is unfounded. We have also no doubt, that the writer of the "Sketches," who, at the close of his explanation, thus expresses himself, in accordance with our suggestion—"If, after this statement, it should still be thought that the passages in question contain an unjustifiable reflection upon Señor San Miguel's character as a gentleman, I cannot object formally to retract the same," will carry this pledge into effect.—ED.

Mr. Holdsworth's Revolving Rudder.

MR. EDITOR,—Having seen in the Journal for September, Mr. Holdsworth's plan for a revolving rudder, I beg leave to offer a few remarks thereon, merely with a view to promote a further discussion of the subject. It appears to me that there are insurmountable objections to the adaptation of a rudder on this principle to any but river craft; where, I own, I think it may be used with the effect proposed by the inventor. The principal evil proposed to be remedied by the revolving rudder is the shock produced on the braces and the stern-post itself, by the bearding of the rudder against the post, upon being suddenly and violently brought into contact from the ship getting stern way, or the stroke of a sea, and which is sometimes productive of serious consequences, but not to the extent imagined by Mr. Holdsworth, as hundreds of ships have had their rudders torn off without producing any injury to the stern-post; and even this evil may, in my opinion, be in a great measure counteracted by producing an angle on the after part of the stern-post equal to that on the fore part of the rudder.

I shall now state the objections which, as before stated, I think insurmountable. In the first place, I consider the enormous weight to be sustained by the upper deck beams and transoms resting on the quarter and stern timbers, a portion of the ship by far the weakest in her construction; secondly, the friction in the partners, and which the inventor proposes to lessen by conical rollers, but which, from the certainty of their being continually out of order, through the wearing out of their axles, are, in my opinion, inadmissible, as it is well understood that complex machinery is not adapted to ships which have not artificers or materials always at hand in case of accident; and as the use of a tiller, notwithstanding the swivels proposed to be fixed to the head of it, would be productive of more confusion and danger than might at first be imagined, a wheel and pinion might be used, which will materially increase the weight to be sustained by the part of the ship before mentioned.

But what I conceive to be the most serious objection to the plan is the elongated keel by which the lower part of the rudder is kept to the perpendicular: no knee, for which room could be left, would ensure its safety in the event of the ship striking abaft upon an uneven surface; and I think I am right in surmising, that a single blow in that way would instantly deprive a ship of the use of a rudder so constructed. Mr. Holdsworth suggests that his rudder will have more leverage upon the ship, upon the principle that the water will flow more freely to it; but why it will do so he does not explain. I would argue conversely: by his own showing, the rudder will be in the same relative position to the ship that it is at present (where the stern-post is perpendicular), and the water, instead of passing in an unbroken line to the rudder, would be arrested in its progress by its natural tendency to fill the vacuum at the back of the stern-post, occasioned by the displacement; and I think I am borne out in asserting that not only the power of the helm would be reduced, but the velocity of the ship materially retarded by the same cause, a new resistance being offered to the fluid by the thickness and whole depth of the rudder. Indeed it must be known to most seafaring

men, that an ingenious invention has been put into practice to obviate the resistance alluded to, and which Mr. Holdsworth's plan would materially increase. The invention consists in a series of copper shutters traversing upon rods placed up and down the stern-post, and which, when the vessel is in motion, completely shuts up the space between the stern-post and rudder, freely traversing with the latter, and carrying the water in an unbroken line to it. In some vessels, lately built, recourse has been had to grooved sternposts, the main piece of the rudder working therein, to produce the same result.

I should be sorry to learn that Mr. Holdsworth takes these observations amiss, as every seaman must honour the motive which has induced him to make his plan public.

I remain, Mr. Editor, your sincere well-wisher,

CHRISTOPHER NIXON, Capt. R.N.

Egerton Road, Blackheath Hill, Sept. 22, 1832.

Adoption of the New French System of Measures.

MR. EDITOR.—Would it not be desirable to adopt the new French system of measures, or at least to make as near an approximation to it as we conveniently can? The metre, which is the fundamental measure, and which is the root of the whole system, both as it regards linear, superficial, and solid measure, is, as probably many of your readers know, equivalent to 39.37079 inches; now this is precisely the 10-millionth part of the quarter of the circumference of the globe, or of an arc of 90° . It can never be lost, therefore, for it will uniformly maintain the same proportion, so long as the world preserves the same size and shape, which, as far as regards practical concerns, may be considered as interminable. It is to be observed, however, that the French have also adopted a new division of the circle, which now consists of 400° instead of 360° , as it still does with us. This was done chiefly with the view of accommodation to the decimal division, which is the striking and peculiar feature of their system in all its details. It certainly facilitates surprisingly the business of calculation, as every additional figure, whether of integers or decimals, expresses a new term, either higher than a metre, or lower than it; the decimal point marking the distinction.

A pendulum vibrating seconds, being equal to 39.2 inches, (but this is in the latitude of London; perhaps in some other latitudes it may be found to vibrate seconds when of the precise length of the metre,) multiplied by 40 millions gives a result within 128 miles of the real circumference of the globe:

Estimating the earth's diameter at 7912 miles, at which it is generally reckoned, the circumference will be found to be

40,000,000 times the French metre	24.856 miles.
" " a pendulum of 39.2 in. vib. sec.	24.855 "
" " the vara of Madrid, = 30.16	24.747 "
	24.703 "

Some of your enlightened readers may be induced, by the evident importance of the subject, to discuss this question, which I have no doubt they will do in a more masterly manner than myself; and trusting you will do me the honour to insert the above communication in your Journal.

Your obedient Servant,

Ness Castle, 20th Aug. 1832.

EDW. FRYERS.

Pursers and Surgeons of the Navy Orphan Fund.

MR. EDITOR.—I beg leave to state, for the information of the Directors of the Orphan Fund, in answer to Mr. Rose's letter, of Gower-street, which appeared in the October number of your Journal, that Pursers and Surgeons in the Navy are naval officers; that they rank with Lieutenants in the Navy, and Captains in the Army,—and, therefore, that their orphan daughters are,

from the rank of their fathers, entitled to a participation in the benefits of that institution.

The Pursers fill a situation in the public service of considerable trust and responsibility. It may, perhaps, be unnecessary to refer to the respectability of the Medical Profession, to which the Surgeons belong. The persons, therefore, employed in both situations are from the respectable and educated classes, and who would not accept of employment in the Navy in situations of inferior rank. They are, therefore, held in the service in a corresponding degree of consideration. They are officers of ward-room rank; are upon an equality with the Lieutenants; live with the Lieutenants, and have the same uniform as Lieutenants. They are subscribers to the Naval Charitable Asylum; are members of the Naval Amnuitant Society; and their sons are eligible to admission into the school recently established for educating the sons of naval officers, from a participation in the benefits of which institutions, persons of inferior rank in the service are excluded. I have no doubt said enough to satisfy the Directors of the Orphan Fund, that Pursers and Surgeons in the Navy are of the rank of naval officers; in addition to which it is only necessary to observe, that by the regulations which fix the comparative rank of officers in the two services, Pursers and Surgeons in the Navy rank with Captains in the Army.

It is to be regretted, that the Directors of the Orphan Fund did not, before they came to the decision referred to in Mr. Rose's letter, respecting the claims of the orphan daughters of Pursers and Surgeons upon the fund of the institution, obtain correct information as to the rank of these Officers in the Navy, which they might have done by an application to the Officers in town, of one of the institutions above-mentioned, or to the Lords of the Admiralty, through their secretary.

Your most obedient servant,

WILLIAM LENNAN,
Pursur, R.N.

Liverpool, 16th October, 1832.

The March of Intellect at Malta.

MR. EDITOR,—The Demon of Revolution, in its late flight over Europe, has shed a little of its venom upon the island of Malta; in other words, the spirit of disaffection, which has of late so strongly manifested itself in our other colonies, has at last found its way to the (hitherto) contented inhabitants of that island.

It may not be generally known that a petition, signed by most of the influential natives of Malta, has been got up and presented to the Governor for transmission to England, which, amongst other requests, modestly demands a right to share in the councils of government, on behalf of the petitioners, and an alteration in the code of criminal and civil jurisprudence; with several other minor details, unnecessary at this moment to enter upon.

Their chief object, supposing the prayer of their petition to be granted, is avowedly and openly declared to be, a total change in the policy that the present and former governments have taken as their guide, which they will be easily enabled to effect, if they are once admitted to any share in the executive authority. Under the pretence of establishing a free press, they are extremely desirous of publishing a native journal, which, as a matter of course, would be conducted in a spirit of acrimony against all the English holding office under government and resident in the island; and, in a place where there is so little society, it would have the usual effect of "setting every man's hand against his brother."

The government of Major-general the Honourable Sir Fred. C. Ponsonby is notoriously lenient, and if the blundering, pig-headed Maltese could be conciliated by any gentlemanlike qualities, I should be tempted to say, with Prince Pückler Muskau, "Eich dyn."

They also complain that they are shut out from the prospect of filling government appointments; which assertion is totally unfounded, as several

natives are at present holding high judicial situations. But their language is generally so seditious, and their conversation so constantly levelled at our existing institutions, and what they please to call the illiberality of our government, that any Governor would be perfectly justified in withholding from them the hope of any preferment whatever.

The value of the island of Malta is well known, not only to us, who are the most interested in its welfare, but also to all the powers who have fleets in the Mediterranean, more particularly to the Russians, who have spared neither money nor promises in working themselves into the good graces of the flattered and delighted Maltese.

With respect to the laws at present established, I do believe that a revision, not so much of the "matériel" as of the "personnel," in that department, would be a great boon as well to the English as to the natives; for I remember not long ago hearing a doubt started, as to whether the punishment of death could be inflicted, under the present code, for *any crime*, however heinous it might be, that could appear in the calendar.

Furthermore, I can appeal to all the residents, in support of my opinions, more particularly to those officers of the garrison who have been in the habit of inviting the Maltese to partake of their hospitality, whether they have not been amply repaid for their kindness by the behaviour and conversation of these unwashed marquises? To those who have not experienced the pleasure of their society, I can only say that I wish no one a greater punishment than that of being obliged to sit still, and listen to their elegancies of speech and manner for a whole evening; to those who have, I am convinced that the bare hint of the recurrence of such a pleasure would stir up the little bile that has not been evaporated by the aids of seiroce and champagne during their residence.

In conclusion, I beg to say that I am not actuated by any personal feelings in writing these lines; my sole object being to show that they who are not able to restrain themselves, are certainly not fit to govern others. If I had any dislike to any one particular set, I should certainly say the English were the chief objects of my displeasure, for I was feasted to repletion by all the good fellows there, and obliged to drink champagne in the same quantities that I am now imbibing the waters of Cheltenham, to which place I have been obliged to fly in order to repair the inroads made upon my constitution by the too frequent dinners, suppers, &c., and many other good things, whose name is "Legion," and whose head-quarters are in Malta.

Your most obedient, humble servant,

September 11th, 1832.

S. T. C.

Desertion.

MR. EDITOR,—The crime of desertion, which is unhappily prevalent to so great an extent in our army, both in the colonies and at home, requires the most active and unremitting exertions on the part of our military authorities to suppress. A crime of so awful a nature, violating the laws of God and man, can only be committed by the basest and most unprincipled of the community.

It is granted that soldiers holding responsible situations, and having previously borne the highest characters, have been known to desert; but, were the particulars strictly investigated, it would, I will only say frequently, be discovered that despair and vexation, almost amounting to frenzy, had occasioned it; these might arise from many causes—viz. very severe punishments for trivial offences, being degraded by reprimands in the presence of their comrades, &c. The admirable regulations lately promulgated by the General commanding-in-chief, to assimilate the interior management of regiments, if strictly acted up to, would ever prevent the chance of unfortunate incidents of this kind occurring.

But, to revert to the thread of the preceding paragraph, I will add what of course has appeared, and must appear, plausible in the eyes of all, that adhering rigidly to the most severe measures authorized by law is the only

step now to be resorted to; by enforcing which, both at home and abroad, at a time when the country is at peace with all nations, would be the means not only of making our army more efficient when required for active service, but of eradicating the seeds of so base and infamous a crime.

All must allow, that bad advice and example are more readily attended to and followed, by uneducated men, than good. What can more strongly demonstrate the correctness of my assertion than this?—One soldier, devoid of principle, may corrupt a thousand. Let us suppose this man to desert; six months after this he is apprehended, escorted to his regiment, and (as is generally the custom) brought before a district court-martial, convicted, flogged or imprisoned, then sent to his duty. This same man, perhaps, for some time conducts himself in the most exemplary and irreproachable manner; he is then placed on a post of trust, which he not only deserts himself, but too frequently persuades some ill-fated comrades to accompany him, one who probably, before he became entangled in the snafes of this wretch, was impressed with a sense and feeling of honour towards himself and his country. In this manner our jails are stocked with criminals for civil offences, who, instead of being transported beyond seas for fourteen years or for life, for their first crime, are, for the second, ignominiously dragged to the gallows.

As an humble individual, with all due deference to the opinion and sentiments of others, I would beg permission to observe, that the crime of desertion should invariably be considered a subject for a general court-martial, which, I think, by the moral effect produced, would check the progress of the crime, and ultimately prove a saving to the country, besides ridding the army, and particularly an army so highly distinguished as the British, of individuals only calculated to bring on it censure and dishonour.

Q IN THE CORNER.

Edinburgh, Aug. 19, 1832.

** We shall offer some remarks, in a future Number, on the serious increase of the crimes of desertion and absence without leave, which appear to have become much more frequent under the modified regulations for their punishment.—Ed.

Recruiting.

Medio tutissimus ibis.

MR. EDITOR,—The late discussions in the House of Commons must plead my apology for troubling you on a subject upon which there is such a variety of opinions. I believe, however, that every soldier in the British army, from the Commander-in-Chief to the youngest drummer-boy, would rejoice as much as the Honourable Member for Preston, in seeing corporal punishment abolished, could the discipline of the army be carried on without it: and although many think that, at no distant period, such may be the case, I believe few would be bold enough to support so sweeping, so sudden a measure as the one proposed, without some preparation.

Our kind-hearted Commander-in-Chief has proved, by his Circular, dated Horse Guards, 24th of June, 1830, as well as by many other orders, his anxiety that this punishment should be resorted to as seldom as possible, which is all that can be done while the army is constituted as at present. If, however, greater attention were paid to the enlistment of recruits, as well as a more encouraging mode of treatment adopted towards them when enlisted, this objectionable punishment would, in a great measure, fall into disuse of itself, and the danger, attendant upon so sudden an abolition as the one contemplated, would be avoided.

Under the present system of recruiting, a number of officers are selected from different regiments, and ordered to enlist men of a certain height, receiving a fixed allowance for each individual enlisted, provided he be not rejected by the surgeon.

Being rarely or never allowed to recruit for their own regiments, they are perfectly regardless of character, and endeavour to swell their returns, rather by numbers than respectability. Men of the *worst* description are thus obtained, sometimes even from the gaols, and sent to their respective regiments. After a course of drill they join their companies, and are no more heard of, unless they distinguish themselves by misconduct, or by their talents become non-commissioned officers. Of the latter, of course there can be but few, while by far the greater number are left to go through the irksome routine of duty, without any further encouragement to behave well, than the good opinion of their officers. Many (particularly the young men) who were originally well-conducted, are corrupted by the bad characters who have been enlisted without hesitation or inquiry; and when once enlisted, cannot be got rid of.

I am aware that, in time of war, the present system is the quickest method of obtaining the greatest number of men in the shortest given period; but, in the less pressing times of peace, I should think there could be but little objection to each regiment recruiting for itself, as the Artillery, Marine Artillery, and Guards, do at this moment. Any officer who has served with these corps will acknowledge that their superior conduct is a proof of that system.

With regard to the treatment of the recruit when enlisted, I would venture to suggest a system, often mentioned, and I believe generally approved of in theory, viz.,—that of dividing the men into classes. The first of which should be exempt from corporal punishment, unless for theft, or other equally heinous crimes, and entitled to any indulgence that may be in the power of their officers to grant.

The second should be liable to any punishment mentioned in the Articles of War, and not entitled to furloughs, or other indulgences.

All recruits might be enlisted as first class men, from which they should only be reduced by the sentence of a regimental court-martial, and a given period of good conduct should be the only means of restoring them to their former station.

I would also suggest the propriety of varying the pensions granted to soldiers on being discharged, according to their previous good or bad conduct; and the necessity of more frequently discharging with ignominy (or drumming out) men whose conduct has been incorrigibly bad.

Should these remarks meet your approbation, the insertion will oblige,
Sir, your obedient servant, P. P.

Promotion of Non-commissioned Officers of Regiments in the East.

MR. EDITOR,—Permit me, an humble individual, through the medium of your much esteemed Journal, to make a few observations on the desponding state of promotion among the non-commissioned officers in reserve companies of regiments stationed to the eastward of the Cape of Good Hope.

There is an order, dated "Horse-Guards, 5th April, 1826," which states that "great inconvenience having arisen from the officers in command of the regimental depôts being in the habit of filling up the serjeants' vacancies without due reference to the commanding officers of their respective regiments, thereby the interests and pretensions of the senior corporals with the service companies are often overlooked," &c.

Now, Mr. Editor, when I point out to you the hardship of that order, I am persuaded you will do me the justice to believe, that the spirit of it ought to be *proversâ*; for instance, there are lance-corporals in the reserve companies to which I belong, of six and seven years' standing (of unblemished character), a period much too long to be employed in so laborious an office without the slightest remuneration for his trouble; for every military man is aware the unfortunate lance-corporal gets his share of ups and downs in this world, and has many masters to obey.

Secondly, Those lance-corporals are most anxious to join their regiments abroad, and when they have volunteered their services, they have been refused, either on the grounds of there being too many volunteers, or "you are too good a man to part with;" therefore no one can advance the argument, "why do you not go and join your regiment, *you dépôt loungeur?*"

Thirdly, When vacancies of serjeants have occurred in the reserve companies, it will take twelve and sixteen months before an answer can be received from the service companies, and then, generally, the much long-looked for intelligence arrives, that a serjeant will be sent home to fill the vacancy (cold comfort for the corporal who has been acting as serjeant for upwards of six years), consequently no promotion takes place among the corporals at home, and all turn stubborn and sulky, for better we cannot be.

Lastly, and in conclusion, by the present regulation, no inducement or encouragement is held out to the junior branches of the non-commissioned officers to persevere in their exertions to become clever in their profession, and to prompt the young and aspiring soldier to press forward in the path of good conduct; and I am convinced that half the number of offences now committed in reserve companies (which consequently brings discredit on the officer commanding) would not take place, had he the privilege, which I think he has a right to be entrusted with, of filling up the vacancies of non-commissioned officers as they may occur, without a previous reference to the headquarters of the regiment.

I remain, Mr. EDITOR, with due respect,

Your very obedient Servant,

A CONSTANT READER AND SUBSCRIBER TO YOUR JOURNAL.

The Marquis of Anglesea and the Medical Department.

MR. EDITOR,—In the Naval and Military Register of your Journal for April there is an account of a presentation of colours by the Marquis of Anglesea.

On the occasion referred to, this distinguished officer, it appears, thought fit to address the regiment at length, and to enter into a detailed account of its services from the time of Marlborough; eulogizing, as he went along, its exploits, and expatiating on the bravery and conduct of every military officer, mentioned as connected with it, in the several periods of its history.

All this was no doubt just; and as pleasing to the feelings of every honest Englishman to listen to, as it must have been gratifying to the patriotism and *amour propre* of his Excellency to utter. But there is a passage of his Excellency's address copyeing an impression unfavourable to those members of the medical department who served during the war, and whose efforts and sacrifices, had they been duly appreciated, ought to have led to a more favourable disposition than seems to exist towards them, which it would be improper to pass by unnoticed and unanswered.

Coming down to the eventful time of the expedition to Walcheren, his Excellency, in referring to that event, is made to say, "The hospitals of that day did not exhibit their present high degree of comfort and discipline. It was a by-word then amongst the army, that a soldier might as well be sent to the grave as to an hospital. The — did not like the hospitals. Sick or convalescent, the men were always rolling up. They loved to be at home. Though naked almost, for they lost their new clothing, they still were found crawling away from the surgeon in twos or threes whenever they could muster strength enough," &c.

Most assuredly there cannot be a higher ~~chape~~ commendation than arises out of that good feeling which prompts the soldier to press forward and stand at his comrade's side, there to await the hour of danger, and share with him its peril and its glory. But, with submission, this should proceed from a sense of duty and of honour; and it would seem to be a compliment but little flattering to the brave man to say, that it was mixed in any degree with the apprehension of an hospital, which he only knows as the

asylum prepared by a watchful government for him in the time of necessity; and the medical officer as one who is placed there by the same fostering hand to administer to his comfort and restoration.

It is not to be imagined that his Excellency, had he reflected but for an instant, would have permitted himself to give utterance to an opinion which could only have reached him through the channels of ignorance and misrepresentation. Had he condescended to do so, he would have recollected that the persons affected by it, are, for the most part, still in the service; and that they must necessarily suffer in general estimation, and feel inwardly humbled by a declaration which obtains importance as emanating from such an authority.

But that, at the period of the expedition to the Scheldt, in 1809, the medical department of the army was in so deplorable a state, as that the soldier had just cause to look on an hospital as equivalent to the grave, and the medical officers, on whom he should have relied for kind and skilful treatment, as persons in whom to place no confidence, and who were to be shunned and dreaded, is a prejudice without the shadow of reason; and they who entertain it, be they who they may, should at once know, that it is both unfounded and unjust.

In proof of this, there are regiments in the service, which having gone through the first brilliant campaign in Portugal, and being yet scarcely recovered after the retreat to Corunna, went out to Walcheren, and were to a man in hospital, under that direful malady; but were so far recovered, with the loss of a few men by the sword and by disease, as, the next year, to appear again in the Peninsula, where, to the end of the war, they sustained effectively their former reputation.

To the disinterested and liberal-minded it will not be difficult to say, if praise or blame attaches to the medical officer for this result; and whether the hospital of "that day" was really a place of repose from whence the soldier was again called into the path of duty, or, if it were to him but the vestibule of the temple of death, on which were impressed the fatal words, "*Vestigia nulla retrorsum.*"

It may not be improper to state, however, that a General Officer of the highest reputation, who commanded a division in that army of the Scheldt, and afterwards in England, and who personally visited the hospitals of his division, to assure himself of the skill and attention employed in the treatment of the sick soldier, not only expressed himself always in terms of satisfaction, but, in conjunction with the commanding-officers of regiments, represented to the commander-in-chief, and other authorities, his perfect approbation of the conduct of the medical officers who then served under him, and were honoured by his notice.

Was there no confusion, then, it may be asked, in the hospital arrangements on that occasion,—nothing that might have been better managed? It is admitted that there may have been, to a certain extent, although nothing of the kind came under the writer's observation; but let him who saw, or him who thinks there was, anything to find fault with, call to mind the multitude of the sick, the comparatively small number of the medical officers, the usual proportion diminished by casualties* and by sickness; the want of preparation for an emergency so unforeseen, and of such magnitude; the measure resorted to at home, of employing medical persons who were unused to, and unacquainted with, military duties: let all these things be considered, and it will only appear strange, that the loss of men and the confusion were not greater. But what has this to do with the state of the medical department? Nothing: for were the same circumstances to arise to-mor-

* The surgeon of the 71st was killed in an assault of a fort in landing; the assistant-surgeon of, I think, the 83d, lost his leg by a cannon shot from the walls of Flushing. These two circumstances happened under the writer's own eye. The medical officers are termed non-combatants and thought to be out of danger; this is a proof of it.

row, or at any other time, similar disadvantages must inevitably accompany them. Were there not confusion, and distress, and destitution, and disease, among the troops who retreated to Corunna, and who is there, will presume to say, that the army was inferior in courage, energy, or discipline in "that day" to what they are at present?

In truth, at the period of the expedition to Walcheren, and even from the recommencement of the war in 1803, to go no further back, the medical department of the army was filled with persons who were, for the most part, highly respectable for their talents and acquirements, and who executed the serious trust reposed in them with most commendable diligence and zeal, unstimulated by any hope of reward, other than the consciousness of having done their duty.

At that time, too, the military hospital had acquired the highest degree of perfection it is perhaps capable of attaining, in "comfort and discipline," under the superintendence of the late Mr. Knight, Inspector-General, who went out of office in 1810.

It would seem, however, that when, in consequence of the unfortunate termination of the expedition to the Scheldt, the Medical Board was dismissed*, its mantle fell on the rest of the department! The medical officers of "that day" have, therefore, the double merit, of having removed erroneous impressions, and formed for themselves and their department a reputation, which it is for those who have come after them to maintain or to destroy.

In conclusion, I shall beg to state, that being one of those not unacquainted with the chivalrous exploits of the early life of the noble and gallant officer, whom it has been necessary to mention, I may with sincerity express my admiration of the qualities that distinguish him as a soldier; and I believe that, as a nobleman, I can rely upon his just appreciation of the motives which have influenced me to step forward and resist an imputation which, perceiving to be groundless, he will be the first to repudiate and despise.

But before taking leave of his Excellency, I wish respectfully to offer a suggestion, which, in justice to the service; and in kindness to the soldier, for whose welfare he displays such just consideration, I shall presume to hope will meet with favourable attention, that is, to avail himself of the authority at present vested in him, of doing away with the spurious medical department in that part of the United Kingdom he governs; which ought never to have existed, and has so long usurped the place, and outraged the feelings of the regular medical officers of the army. Neither, upon the same principle, should he longer permit the existence of that worse than useless and expensive general hospital, that has so long escaped observation, under the name of the Royal Infirmary, in Dublin, which takes the soldier from the proper charge of his own regimental medical officer, and throws him into the hands of the civil practitioner and his subordinates; to the discontent of the soldier himself, the dissatisfaction of the military officer, the disgust of the medical officer, and the manifest disadvantage of the service.

I am, Mr. Editor, your obedient Servant,

N

* I shall avail myself of this opportunity to assert my belief that the members of the Medical Board, whose services were thus so unceremoniously dispensed with, were entirely blameless; and that their removal from office was a concession of expediency to popular clamour. Of Mr. Knight, the Inspector-General of Hospitals, all speak with respect, on account of his rectitude of intention and talent for arrangement. His worth, and the wrong which had been done to himself and colleagues, were fully acknowledged by H. R. H. the late Duke of York, in the offer which his Royal Highness pressed on him, of the newly-created office of Director-General, but which Mr. Knight thought proper respectfully, yet firmly, to decline. Mr. Knight's name has appeared lately in the list of deaths; but although permitted to pass by unnoticed, he is neither unlamented nor forgotten by those of the department who knew his value as a public officer.

Orders of Knighthood.

MR. EDITOR,—The letter of "Patience," in p. 263 of your valuable publication is of considerable interest to a large portion of the most distinguished officers of both services, and this forms my apology for adverting to it.

It is true that the title "Companion" of an order of knighthood is, to a certain extent, an "anomaly;" but would it not be a still greater "anomaly" to confer the title of "Knight" without the distinctive appellation of British knighthood, "Sir"? How far, it would be either desirable or convenient to oblige the seven hundred Companions of the Bath to assume that title, and thus to add so large a number of "Sirs" and "My Ladys" to the titled part of the community, I leave to the good sense of the gallant Companions themselves to determine, and shall only remind them of, a shrewd remark of a fellow "Companion" on the subject in a recent number of the United Service Journal. The income of many "Companions" is, I fear, too small to support the unassuming but valuable distinction which they already possess. If it be conceded that the title of Knight would be inconvenient in numerous cases, permit me to ask, what better or more appropriate designation could be suggested than "Companion"? The "attempt in some quarters to degrade the Knights of the Guelph to the same absurd designation," has arisen from the desire to prevent the third class of a *foreign* order (for such, to all intents and purposes, is the Guelph) from having a superior title to the corresponding class of the second British Order. For this purpose, I am aware, a new statute would be necessary; and I agree with you that, until such a statute be enacted, the proper style of the Third Class of the Guelph is, undoubtedly, "Ritter" in German, and "Knight" in English.

Your correspondent's remark, that the badge of Companion of the Bath is never worn in plain clothes, is, I believe, only partially correct. It is now the fashion to wear orders on public occasions only, and I apprehend that Companions appear in their badges as frequently as Knights Commanders or Grand Crosses. That there is silly affectation in suppressing distinctions of this nature, I readily concede; but the fault is with the possessors of them; and if Companions, or Knights Commanders, or Grand Crosses will not wear their decorations, who is to blame, if blame there be, but themselves?

The omission of the title "C.B." in certain lists, is the fault of those who prepare them, and is easily remedied. The Government offices, I believe, never fail to use it when addressing officers entitled to the appellation.

The latter paragraph of "Patience's" letter conveys a very serious reproach; but he may rest assured that a very few months only will elapse before the *just* expectations of the members of the Order of the Bath will be realized.

I am, Mr. Editor, yours,

London, Oct. 18th, 1832.

NOT A C.B.

Magnetic Attraction.

MR. EDITOR,—May I beg to refer the Author of the paper on the "Occult Principle," in your Number for October, &c., to Lieut. Leconte's Essay on Magnetic Attraction, wherein he will find that, at the same time, and in a different hemisphere to Professor Barlow, Lieut. Leconte experimentally established what the writer terms the remarkable fact which was made the "fundamental law of the subsequent experiments" of that able gentleman.

Lieut. Leconte not only experimentally established that fact at the place where he then was (St. Helena), but also proved it from that island to England; from south latitude and south dip, to north latitude and north dip; thereby being the first person to demonstrate that the said law was universal.

Oct. 5th, 1832.

Yours, very truly, A.

EDITOR'S PORTFOLIO; OR NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

IN the several departments of our present Number we have treated the leading topics of the day in due detail, and with reference to their practical bearing. Speculation respecting the issue of events drawing so near their consummation would be idle; nor, we confess, are we tempted by the character of the ominous train of causes now tending to a restoration of the reign of terror and oppression, an ignominious retreat, or a general war, to indulge in reflections which picture our country humbled in the scale of nations, and that of our oldest and bitterest foe exalted at the expense of our most ancient, tried, and congenial ally, and by our misused means. At these degrading facts and inglorious prospects, we scruple not to proclaim—in the pert parlance of a converted partisan of power and place and “glorious war,” late lecturer in ordinary to the Sovereign People on the duty of “disaffection,” and the philosophy of Faction and Doubt, and Cockneyhood—our “*exceeding disgust*,” our irrepressible indignation, moral, military, and political.

A French army, passing 50,000 men, including a large body of cavalry, has traversed Belgium, and threatens the citadel of Antwerp; within which, to balance the account, is CHASSE. A squadron of British ships, having some French vessels in company, cruizes, for the present, off the coast of HOLLAND. The “sweet little cherub that sits up aloft” will, we doubt not, “keep watch for poor Jack,” in the foggy vocation to which his natural protectors have devoted him.

The following is the Order of the Day issued by Baron Chassé. We knew not that the faithful veteran could write as well as fight:—

“ORDER OF THE DAY.

“TO THE CITADEL OF ANTWERP, THE PORTS DEPENDENT UPON IT, AND HIS MAJESTY'S NAVY IN THE SCHELDT.

“Brave brethren in arms!—The moment when old Dutch courage and loyalty are to be put to a new test approaches. Within a few days a French army will appear before these ramparts, in order to compel us, if possible, by force of arms, to surrender this fortress and its dependent forts.

“Full of confidence in the justice of your cause, and relying upon your well-tried courage and loyalty for your King and your country, we shall intrepidly await this army.

“Brethren in arms!—All Netherlands, and even Europe, have their eyes fixed upon you. Let you, collectively and individually, prove that the confidence which our beloved King has reposed in us has not been bestowed on the unworthy; and let us take the unalterable resolution to defend ourselves with manly courage to the last extremity.

“Live the King!

“(Signed) The General Commander-in-Chief of the Citadel of Antwerp, of its dependent Forts, and of His Majesty's Navy in the Scheldt,

“BARON CHASSE.”

The King of the FRENCH opened the session of the Chambers on the 19th ult., and was shot at *en route*; but whether by man, woman, or child, or by nobody, has not yet been proved. As a counterpoise, the French army is gasconading before Antwerp. The heroic Duchess of Berry has been captured under circumstances which rival the inci-

dents of romance. She is imprisoned in the castle of Baye.

In PORTUGAL, there has been little positive change in the state of the respective belligerents: but increasing dissensions and other symptoms of weakness and disorder, some of which are referred to in the letter of our Portuguese correspondent, indicate disaster to the party of Don Pedro. Oporto continued closely beleaguered by the army of Don Miguel, and blockaded by means of his batteries, by which it was also, from time to time, bombarded. On the 14th ult. a sortie was made for the purpose of attacking the posts and batteries of Don Miguel in front of the Serra Convent. This attack, after some partial success, failed. A similar experiment is said to have been repeated on the 17th. The blockade of the river is so effectual, that a vessel conveying *rewards* from this country has been compelled to return without landing her cargo.

ROYAL MILITARY COLLEGE.—So steady and uniform has been the progress of this admirable Institution, that we have not felt called upon for some time to do more than record the course and results of its Public Examinations. By these alone a due estimate may at all times have been formed of the nature of the studies, and the proficiency of the students; while the rewards, in the shape of commissions, impartially conferred upon the few most distinguished cadets, have sufficiently attested the interest felt at head-quarters for its legitimate success, and the just preference of its claims to the pretensions of mere money or interest.

However, though these effects be obvious, the causes by which they have been produced remain latent to the distant observer. A view of the Institution itself, and a scrutiny of its administration, will show at once the correct working of the machine by which its specific purposes are so naturally and effectually operated. Our occasional comments are therefore directed to the Establishment itself.

Setting aside professional partialities, we have not seen in any country a public institution comprising in a more practical and available form the elements of military, and even general education, than the Royal Military College: and we observe with satisfaction that these advantages are every year better understood, and more sedulously turned to account by the youthful students. Emulation and reward, the one judiciously fanned, the other ample, appropriate, and scrupulously paid, act as the spur and goal of this honourable race, which is "to the swift" without partiality, favour, or affection. The moral effect of such a system is as obvious as its professional tendency.

Throughout Europe we find seminaries and colleges for military education, generally with a dispensation for that of orphans, founded, encouraged, and protected, if not supported, by the several states. They form universally an object of the first national concern, and, for good or evil, are of unquestionable importance. As in the case of France, their purpose may be perverted and their principles abused by the contamination of a morbid public feeling, from which the military *élève* cannot be too carefully withdrawn. The United States of America maintain one of the most extensive military schools existing, of the value of which, nationally, their government appears duly sensible. In every country, with the exception of France and one or two of her minor satellites, these establishments improve in discipline and the acquisition of sound knowledge. The British College at Sandhurst appears to have reached a point from which perfection, if it be possible, may be readily and fairly attained, unless, after long years of expense and labour to bring it to such a state, the Institution be blighted by discouragements and parsimony not more paltry than impolitic.

The examinations for the last half-year occupied the whole of three days, the 5th, 6th, and 7th of November.

The Commissioners present, besides General the Hon. Sir Edward Paget and Colonel Sir George Scovell, the Governor and Lieutenant-Governor of the College, were,—General Sir W. H.

Clinton; Lieutenant-Generals the Rt. Hon. Sir G. Murray, the Rt. Hon. Sir J. Kempt, (Master-General of the Ordnance), and Sir F. Bradford; and Major-Generals Sir Howard Douglas and Sir J. Macdonald, Adj.-General.

The following officers of the senior department were examined, and obtained certificates of qualification of the first class:

Lieut. W. H. Christie, 80th Regt.

A. M. Tulloch, 45th do.

A. Q. G. Craufurd, 4th do.

R. C. Lloyd, 76th do.

The examination of the senior department by Sir Howard Douglas, presented an occasion for displaying several interesting propositions in pure and mixed mathematics; besides a repetition of the principal subjects belonging to the elementary geometry and conic sections, which necessarily enter into every course of study, there were given some applications of the differential analysis to the theory of curves, in which branch of science Lieut. Craufurd was particularly distinguished. The mixed mathematics comprehended a detail of operations relating to military constructions, and to the science of the engineer in general; and among the subjects exhibited in this part of the course were the methods of determining the heights and distances of inaccessible objects; investigations, chiefly by Lieutenants Lloyd and Craufurd, concerning the equilibrium of vaults, and the stability of piers and revetment walls. To these were added some explanations of the principles of projections, with the solutions of sundry problems in practical astronomy, among which was noticed a simple method of determining terrestrial longitudes by lunar observations.

The examinations in fortification turned upon the general principles regulating the constructions of works which are to stand for ages, of which are to serve a temporary purpose in warfare; upon the arts of attack and defence; and there was given a detailed description of the systems of fortification proposed by celebrated engineers, with a comparison of their merits and defects.

A well-executed plan, by these four

officers, of above sixty square miles, sketched during the term, forming the western half of the Isle of Wight, was exhibited; as also the original sketches on skins of part of the Sussex coast, performed by a second class of officers, consisting of Captains Rumley, 60th regiment, and Huey, 68th regiment, and Lieut. Hutchinson, 74th regiment, but not yet laid down on paper, which gave evidence of very high ability in the principles and practice of the art, as well as of very beautiful manual execution.

The following Gentleman Cadets, having completed their qualifications for commissions, were recommended by the Board, in the order of their relative merits as given below, to the General commanding-in-chief, to receive Ensigncies in the Line without purchase:—

1. Henry W. Paget.
2. Edward W. C. Wright.
3. James A. Wheeler.
4. Thomas E. Pollard.
5. Arthur B. Cane.
6. William H. Wright.
7. Thomas W. Hornby.
8. Edward A. W. Keane.

Gentleman Cadet Paget having passed two examinations, and Gentleman Cadets Edward Wright, Wheeler, and Pollard, each one examination beyond the required course, were presented with honorary certificates of approbation. The total number of Gentleman Cadets who have graduated for commissions, in different branches of instruction, may be stated as follows: it being borne in mind, that to qualify for a commission, five examinations are necessary, (besides the course of military surveying in every case required,) and that some individuals appeared before the Board on this occasion in two, and even three classes.

1. In mathematics, twenty; of whom two Gentleman Cadets, Edward Wright and Paget, distinguished themselves, particularly by their examinations respectively in conic sections, spherical, and plane trigonometry, mensuration of heights and distances, solid geometry, &c.

2. In fortification, including, as usual, the principles of permanent constructions, the processes of their at-

tack and defence, the operations of mining, and the whole theory and practice of field engineering,—eleven Gentlemen Cadets were examined, all of whom had been instructed on the ground, during the last six months, by means of the usual detachment of the Royal Sappers and Miners, in throwing up intrenchments, forming stockades, palisading, and other obstacles; sapping, springing saggasses, and throwing hand-grenades, &c.

3. Sixteen Gentlemen Cadets had finished the prescribed course of military surveying; and several others, who had been instructed under the Professor in this valuable branch of professional education in former terms, now produced some large sketches of ground, executed wholly by themselves, and without the presence of a master, affording the most satisfactory proofs of their proficiency in the art. A sketch of nineteen square miles of country, executed by Gentleman Cadet Edward Wright, without instruments, on a scale of six inches to a mile, deserves particular commendation, for the extent of labour, and the accuracy of delineation, which it displayed; and two smaller sketches, by Gentlemen Cadets Cane and William H. Wright, each containing several square miles, may be numbered among the most beautiful specimens of penwork sketching which we ever saw. Nor must we omit to notice a military reconnoissance of the whole road from Bagshot to Farnham, above nine miles in length, and covering six feet of paper, which was executed in a single day, in portions, by the sixteen gentlemen cadets of the surveying classes, without their master. We know nothing better calculated, than this joint work, to impress upon every military observer, a conviction of the great value of the professional instruction which is disseminated through the British army by this institution: for we have here indisputable evidence, that above thirty young men are yearly discharged into the service fully qualified to perform all those field duties, in the reconnoissance and delineation of ground, which are among the most essential requisites of a staff-officer. In the present case, as in former examples which we have noticed, the very difference of execution percep-

tible in the respective parts of the work, no less than the general harmony of the style, most satisfactorily proved the individual qualification of every draughtsman. The whole may be termed a graphic report of a tract of country rendered in a common language, and in which the difference of hand-writing alone made it distinguishable that many persons had been employed in the compilation.

4. In the French language ten Gentlemen Cadets were examined: translating any part, chosen at random by the Commissioners, of Voltaire's Charles XII. into English, and Gleig's Lives of celebrated Commanders into French. In this examination Gentleman Cadet Low greatly distinguished himself.

5. In German, five gentlemen cadets were examined: the author from which they were required by the Commissioners to translate any passages at pleasure, being Pflaum's Peter der Grosse.

6. In Latin, eleven gentlemen cadets were examined in like manner, on the Agricola and Germania of Tacitus, and Cæsar's Commentaries.

7. In history, Roman and Modern, thirteen.

Among the drawings of the half-year—both military and landscape—with which the tables of the Board-room were as usual covered, were some plans with sections, elevations, &c., of the field-works in progress during the term; which works the Commissioners also inspected. In the Senior Department a bastion, part of a curtain, and a *parados**, traced and profiled by the students, and thrown up under their inspection by the sappers, had been added to the large unfinished Field Fort. In the Junior Department, a palisaded covert-way, and a strong stockade, to flank the ditch of one face of the Cavalier Battery, had, in like manner, been constructed for practice. But the most interesting plan was one of a small field work, consisting of two redans and an intermediate curtain defending a road, having its extremities appurposed on two woods, and covered in front

* *Paradosso*, the opposite of *parapetto*, to cover troops from being enfiladed behind their backs.

by an abattis: which intrenchment had been planned, traced, profiled, and actually thrown up, with pick-axe and shovel, wholly by the Gentleman Cadets of the upper school, without the slightest aid of sappers or other workmen, and chiefly under the direction of Gentleman Cadet Edward Wright. The length of the ditch excavated, and parapet thrown up, sufficient in its thickness to resist musketry, was 160 feet; and the work was executed (on three different days) in sixteen hours, by three reliefs of twenty Gentleman Cadets, each working two hours.

Having adverted to Sir Howard Douglas, who, in his quality of Commissioner, took a part in this examination, we are prompted by many and powerful associations, both local and professional, not only to do justice to the acknowledged competence and urbanity with which he performed that office, but further, and in the fairest spirit of public appreciation, to offer a general tribute to the ardent zeal, high attainments, and eminent national services of that popular officer and amiable man. The science, knowledge, and active pursuits of Sir Howard Douglas, place him in the foremost rank of professional intellect; while his two-fold acquirements, naval and military, confer upon him a peculiar eminence and popularity not shared, we believe, certainly not to the same extent, by any other officer. Sir Howard Douglas will, we hope, ascribe to the right motive an allusion, which we cannot here repress, to the much-remarked fact of his having been repeatedly superseded in appointments to regiments by junior general officers, distinguished unquestionably, but not more so than him and others of senior standing, whose claims have, unintentionally perhaps, been postponed to theirs. There is no officer of his rank, we believe, whose selection for such an appointment, on the score of personal merit, and without prejudice to higher desert where it may exist, would be regarded with less jealousy and more general acquiescence in its justice.

NAVAL AND MILITARY LIBRARY AND MUSEUM.—The Council having recommended that Local Committees of Members, to promote generally the objects of this Institution, be formed at each of the principal out-ports and military stations, we insert the names of those Officers who have taken upon themselves this office, at the undermentioned places, with power to add to their numbers.

PORTSMOUTH.

Lieut.-Colonel 1 Snodgrass, 94th Regt.
Commander W. Turner, R.N.
Commander W. Richardson, R.N.
Lieut. J. Mallowes, R.N.
Lieut. R. Lowrey, R.N.
Lieut. G. W. Robett, R.N.
Lieut. and Adjutant Brown, R.M.
Edw. Casher, Esq. Secretary and Treasurer.

PLYMOUTH.

Rear-Admiral Brooking.
Captain-Superintendent Ross, C.B. R.N.
Lieut.-Colonel Hamilton Smith, H.P.
Captain James Thorne, R.N.
Captain Richard Fildham, R.N.
Commander Thomas Favell, R.N.
Captain Hawkins, 22d Regt.
Lieut. Somerville, R.N.
Lieut. C. Parkinson, 87th Regt.
Stephen T. Swaine, Surgeon, R.N.
John Franklin, Esq. Master Attendant of Victualling.
Thomas Shanks, Esq. Purser, R.N. Secretary.

EDINBURGH.

Sir George Ballingall, Professor of Military Surgery, University of Edinburgh.
Captain Boswell, R.N.
Henry Marshall, Esq. Deputy Inspector-General.
Commander R. Campbell, R.N.
Major J. Mitchell, 1 unattached.
Staff-Surgeon R. Badenach, M.D.
Lieut. C. Shaw, H. P. R. A. Secretary.

GLATIAM.

Captain Sir J. A. Gordon, K.C.B. R.N.
Colonel Sir L. Greenwell, K.C.H. Commandant.
Colonel Pasley, C.B. R.E.
Colonel Trennethere, R.M.
Lieut.-Colonel Rice Jones, R.E.
W. P. Smith, Esq. Store-Keeper.
D. Rolands, Surgeon, R.N.

DEAL.

Admiral Forrier.
Captain Fisher, R.N.
Captain W. Henderson, R.N.
Commander Richard Williams, R.N.

The following Contributions have been received since last publication:—

MODEL ROOM.

Capt. G. Smith, R.E.—Model of a Spare Anchor; ditto of a Fished Lower Mast; ditto of a Floating Target; ditto of two Sights for ships' guns.

Capt. Harry Jones, R.N.—Model of a Rock Mortar, excavated in the rock for the defence of the small bays in the island of Malta.—Vide Massey's Elementary Fortifications, vol. II. p. 416.

Lieut. Thomas Skead, R.N.—Model of a Capstan invented by himself.

Commander John Pole, R.N.—Model of a Ship's Gun mounted on a Carriage on a new principle, his own invention, and now under trial on board his Majesty's Ship Excellent.

LIBRARY.

Lieut.-Col. Greathed, Dorset Militia.—*Histoire des Campagnes d'Annibal en Italie*, par Frederic Guillaume, Général de Brigade; with Maps and Plans. 4 vols. 4to. This work was compiled from the most authentic documents, by the order of Napoleon. Its object is to illustrate the campaigns and the movements of the armies of Hannibal in Italy. It is now become very scarce, as, upon the Austrians taking possession of the Lombardo-Vendean Territory in 1814, the press was, by order of the Austrian Government, broken up, and the plates destroyed.

Lady Mulcaster.—An Engraving, accompanied by a large folio Book of Sections, of Trajan's Pillar at Rome, executed in Italy by.

Miss Harriet Outfield.—A Bible in French, 1 vol. 8vo.

Jacob Perkins, Esq. *Steam Navigation*.—Improvement by J. Perkins, Pt. I. Pamphlet, 1832.

Henry Chatfield, Esq. (the Author).—Description of a Method of constructing Beds and Coils for Naval Guns. Pamphlet, 1832. Reflections on the State of British Naval Construction in 1831. Pamphlet 1832.

From the Board of Ordnance.—Sheet No. 42 of the Ordnance Map in continuation of the Trigonometrical Survey of Great Britain.

Lieut. A. W. Milward, R.N.—A Manuscript, supposed to be part of the Koran, taken from a tomb near the town of Berbera.

William Whitehurst, Esq. Purser, R.N.—Two small volumes in short-hand, containing the Psalms and other portions of Scripture, date 1771.

Capt. A. Sinclair, R.N.—A History of the British Marine, by John Entick, M.A. 1 vol. folio, 1757.

Quarter-Master Houghton, 14th Light Dragoons.—Fourteen folio volumes, in manuscript, containing a History of the Madras Army, from 20th Sept. 1774 to 31st Dec. 1798; 21 vols. comprising (except vols. 8, 10, 11, 12, and 22), the series of General Orders issued to the Madras Army from 1st Sept. 1802, to 29th June, 1815. "These volumes were printed by the boys at the original school established at Madras by the late Dr. Bell."

The *Misses Charlotte and Harriet Outfield, of Deal*.—*Grammaire Allemande Pratique*, by Jean Valentin Meldenger, 1 vol. 8vo. 1812; *Eléments d'Architecture, de Fortification, et de Navigation*, 1 vol. 8vo. 1787; *La Gnomonique Pratique*, by D. Fr. Bedos de Gelles, 1 vol. 8vo. 1774; *Scloppeteria, or Considerations on the Use of Rifled Barrel Guns*, 1 vol. 8vo. 1808. *Nouveau Traité de l'Arpenteur*, par A. Lefre, 1 vol. 8vo. 1811; *the Amateur of Fencing*, by J. Roland, 1 vol. 8vo. 1809.

Colonel John S. Harriot, 70th Regt. Bengal Establishment.—Observations on the Romnichal, or Gipsy Tribe, and Comparative Vocabulary, by J. S. Harriot, pamphlet, 4to. 1830; *Mémoire sur les Kabir-Pantais, a Peislach Sect in Hindustan*, by J. S. Harriot, pamphlet, 1832; *Letter from J. F. Cooper, to General Lafayette, on the Expenditure of the United States of America*, pamph. 1831.

John Harrison Curtis, Esq.—A Treatise on the Physiology and Pathology of the Ear, by himself, 1 vol. 8vo. 5th edition, 1831.

MUSEUM.

Lieut. John Radcliff, R.N.—A Snake (the Bush Master, or Cou-no-concie).

Dr. Wm. Lindsay, R.N.—Skin of the Iguana, from the West Indies.

Lieut. Brereton, R.N.—War Clubs taken during the American War of 1776, 77, and 78.

Rev. Wm. Haaker.—Specimen of the Black

Bird, a variety, and white, shot in the parish of Bangherst, Hants.

Mrs. Edward Downes.—A Hornet's Nest.

Lieut. Peter Brooke, R.N.—A Jewish Shkel (silver), attested, dug up in the Holy Land, and sent to this country by Lady Hester Stanhope: in excellent preservation, and stands very distinct.

Lieut. Joseph West, R.N.—A Musical Instrument used by the Natives of Madagascar.

Capt. Sherer, R.N.—An Esquimaux Dress, obtained from the Natives of Igloodick, on Capt. Parry's second voyage.

Lieut. J. Wolfe, R.N.—A number of Copper Greek and Roman Coins, from Sicily.

Lieut. Bird Allen, R.N.—Two Spider Crabs (male and female), from Savannah le Mar, Jamaica; the Tarantula Spider and Nest, from Jamaica; Two Grasshoppers from Honduras; a Snake from Jamaica.

Sir Andrew Halliday, K.C.H., K.T.S., M.D., Deputy Inspector General of Hospitals.—Two Scarabæi from the West Indies; two Skins of Fish.

Major Walter Sweetman, R. N. V. Companies.—A variety of Birds' Skins, Coral, Petrefactions, Mosses, &c. from North America, the West Indies, &c.

Mrs. Woodman.—Two Beetles (scarabæi) from the West Indies.

Lieut. A. W. Milward, R.N.—1 Sword and 4 Spears, from Madagascar; 1 War Hatchet, from ditto; 1 Spear from the Island of Johanna; 1 Bow and Poisoned Arrows; 1 Malay Kris; a specimen of Madagascar Cloth; Ancient and Modern Coinage; a Dagger from Berbera.

Thomas Thistlethwayte, Esq.—A variety of the Pheasant (female).

Thomas Beckett, Esq.—Two ancient Grecian Sicilian Vases, found in the Ruins of the Temple of Qures at Catania, of which Cicero speaks in his oration against Verres.

Lieut. James Wolfe, R.N.—A variety of Specimens from Mount Etna and its vicinity.

Major Thomas Ryan.—An Alligator, taken in a small lake island of Jamaica.

Mrs. Robert Ramsey.—Two cases containing 17 stuffed birds, chiefly from South America.

Capt. C. Robertson, h.p. late 78th Highlanders.—A Guana and Flying Gurnet from the West Indies.

Capt. Wm. Smith, F.N.—Skin of the Aoudad or Wild Sheep of the Southern States of Barbary (supposed to be the animal alluded to by Buffon).

Lieut. Com. J. Binney, H. M. Bilg Piggou.—A stuffed Flamingo.

Major Capalosse, 1st W. I. Regt.—A Lion's Skin and three Stuffed Birds.

Lieut. H. T. Harris, R.N.—A Wild Cat from Guymas, in Lower California.

Capt. Delancey, h.p.—Three Birds' Nests, an Elephant's Tail, and Skin of an Indian Rat.

Capt. Robert Allen, h.p. 5th Foot.—A Louis-d'or of Maria Louisa of Austria, 1815; a Two-franc Piece of Giavachino Napoleone, 1818; a Microscope, mounted with silver, containing a Diamond Beetle.

Mrs. Corkburn, Honduras.—A collection of Bows and Arrows of the Maya Indians, British Honduras; Gulpit, or Shirt, woven by the Mayas; a Hammock of the grass of the country; two pieces of Bark of the Ule, used as sashes; and a Comb.

Mrs. Belshé.—Skin of a Rose Hill Parrot, from New South Wales.

Miss Elliott, Kinsale.—Specimens of Marble from Galway, Mitchelstown, Carrigarron, Cloyne, Kilkenny, and Tralee; four specimens of Copper Ore from the County of Cork; nine specimens of Crystallised Quartz, from Kinsale, and three Star Fish.

Major-General Sir Nicholas Trant, Portuguese Service.—A Bronze Hand, being a portion of an antique Equestrian Statue, supposed of Trajan, excavated at Rome.

Capt. Roxburgh's 6th Bengal Cavalry.—Skin of an Albatross, killed at the Cape of Good Hope.

The following is a copy of the official report made to Sir Pulteney Malcolm, of the accident which occurred to the Southampton, by lightning, on the 5th instant:—

“H.M.S. Southampton,
Downs, Nov. 6, 1832.

“In a squall, at one P.M., yesterday, we were struck with lightning; the electric matter first taking the heel of the mizen-top-gallant-mast (which was housed) setting fire to the paunch-mat on the mizen-topsail-yard, then running down the mizen-mast until checked by the sheet of copper in wake of the boom, which partially dispersed it, taking a considerable piece out of the mizen-mast: seriously injuring Stephen Elgar and John Gibson, yeomen of the signals; starting the oak planks and copper bolts about the wheel, it got on to the main-deck, and there took a copper bell-pull at the cabin door, which conducted it through ten of the quarter-deck beams, four of which are a good deal shook, and all the lining of the skylight, mast, and other joiner's work, in its course torn to shreds; the stream of electric matter appears to have divided when it took the bell pull; part of it running across the deck, shivering a box of grape-shot to atoms, and, singular to say, put a 24-pounder shot in a partial state of fusion, it descended to the gun-room by a bolt in the water-way, on the larboard side, and then got hold of the gun-room bell-pull, which carried it over to a cabin on the opposite side, where it exploded, shivering to pieces all shelves, boxes, &c. In my cabin the explosion was like that of a large quantity of powder: the after-part of the ship was so filled with smoke, that at first I was under some apprehension the ship was on fire, and took precautions accordingly. We have hooped and fished the mizen-mast with one of the iron fish-plates for the fore or main-mast, and tie-bolted the beams, all of which I consider now in a state of security. The men who were hurt are doing well. Two water-spouts appeared in the squall.”

CHANGES IN THE STATIONS OF CORPS SINCE OUR LAST.—

10th Foot, Service Companies, from Corfu to Vido.

10th Foot, Reserve Companies, from Boyle to Clonmel.

11th Foot, Service Companies, from Santa Maura to Zante.

12th Foot, Reserve Companies, from Cambridge to Wymondham, and on route to Portsmouth.

27th Foot, Limerick to Castlebar.

34th Foot, Reserve Companies, from Birr to Boyle.

37th Foot, Reserve Companies, from Fermoy to Ballincollig.

37th Foot, Service Companies, from Bermuda to Jamaica.

39th Foot from New South Wales to Madras.

50th Foot from Dublin to Birr.

51st Foot, Reserve Companies, from Gosport to Portsmouth.

52d Foot from Waterford to Dublin.

58th Foot, Service Companies, from Fermoy to Butevant.

60th Foot, (1st Battalion), Reserve Companies, on route from Maryborough to Newbridge.

64th Foot from Birr to Clare Castle.

65th Foot, Reserve Companies, from Butevant to Kinsale.

66th Foot, Reserve Companies, from Newbridge to Maryborough.

68th Foot from Clare Castle to Dublin.

80th Foot from Dublin to Belfast.

83d Foot, Castlebar to Limerick.

86th Foot, Reserve Companies, from Portsmouth to Gosport.

90th Foot from Belfast to Dublin.

97th Foot, Reserve Companies, from Clonmel to Fermoy.

Rifle Brigade, 2d Battalion, from Vido to Corfu.

MILITARY STAFF ALTERATIONS DURING THE LAST HALF YEAR.

ENGLAND.

ADJUTANT-GENERAL'S DEPARTMENT.

Assist.-Adj.-Gen. Lord Fred. Fitzclarence, G.C.H.

INLAND DISTRICT.

Ensign Pocklington, 52d Foot, appointed Aide-de-Camp to Major-Gen. Archibald Campbell, vice Capt. T. E. Campbell.

Capt. Luard, 30th Regt., appointed Aide-de-Camp to the Inspecting General of Cavalry, Major-Gen. Sir J. C. Dalbiac.

RECRUITING DISTRICTS.

Leeds.—Col. Sir Michael M'Creagh, K.C.H., appointed Inspecting Field-Officer, vice Colonel N. Ramsay.

Superintending Officer, Lieut. Holy, 61st Foot, discontinued.

Liverpool.—Superintending Officer, Lieut. Johnston, 21st Foot, removed to Exeter; Lieut. Travers, 63d Foot, appointed.

Coventry.—Superintending Officers, Lieut. Baxter, 30th, and Lieut. Daly, 14th Foot, discontinued; Lieutenant M'Grath removed to Reading; Lieut. Piggott, 26th, Lieut. Lardner, 47th, and Lieut. Byrne, 62d Foot, appointed.

SCOTLAND.

RECRUITING DISTRICT.

Glasgow.—Superintending Officers, Lieut. Leslie, 42nd, and Lieut. Story, 57th Foot, discontinued; Lieut. Hope, 29th, Lieut. Jameson, 70th, and Lieut. Butt, 1st Foot, appointed.

IRELAND.

ADJUTANT-GENERAL'S DEPARTMENT.

Assist.-Adj.-Gen. Lieut.-Col. T. N. Harris, vice Lieut.-Col. Lord Charles Fitzroy.

Leinster.—Major-Gen. Sir J. Buchan, K.C.B., appointed, *pro tem.*

Munster.—Major-Gen. Sir Jas. Douglas, K.C.B., appointed, *pro tem.*

RECRUITING DISTRICTS.

Centre.—Superintending Officer, Lieut. Carruthers, 28th Foot, discontinued.

MEDICAL DEPARTMENT.

Cork.—Assist.-Surgeons, J. Wyse, Wm. Milne, David Pitcairn, Robert

Primrose, discontinued; John Bomford and W. Renny, M.D., appointed.

Dublin.—Assist.-Surgeon F. Hopkins, M.D. appointed.

FOREIGN STAFF.

IONIAN ISLANDS.

Lieut.-Gen. the Right. Hon. Sir F. Adam, and Aides-de-camp Major Parsons, Capt. Dalgleish, Capt. Bagot, and Lieut. Lord Elphinstone, discontinued.

Inspecting Field Officer of Militia, Lieut.-Colonel C. E. Cruickers, and Sub-Inspectors, Capt. J. W. Worsley, and Capt. Macphail, discontinued.

WEST INDIES.

Major-Gen. Nicolay, K.C.H., Governor of St. Christopher's, discontinued. (See Mauritius).

Lieut.-Colonel E. H. Bridgman, from Military Secretary, appointed Deputy-Adj.-General vice Lieut.-Colonel A. L. Hay.

Lieut. Mayne, 86th Foot, Fort Adjutant of St. Kitt's, discontinued.

Lieut. Creagh, 86th, Fort-Adjutant of Antigua, do. on promotion.

BENGAL.

Capt. Elliott, 4th Light Dragoons, appointed Assist.-Adjt. General.

Military Secretary, Lieut.-Colonel Churchill, 31st Foot, vice Colonel the Hon. J. Ramsay.

MADRAS.

Lieut. Manners, 13th Light Dragoons, appointed Aide-de-Camp to Major-General T. Hawker.

Ceylon.

Assist.-Quar.-Mast.-Gen. Major Du Vernet, discontinued.

MAURITIUS.

General and Commander-in-Chief, Major-General Sir W. Nicolay, K.C.H. vice Lieut.-General the Hon. Sir C. Colville, G.C.B. and G.C.H.

CHAPLAINS' DEPARTMENT.

Rev. T. Ireland, M.A., Ceylon, Rev. J. A. Mills, D.D., Quebec, Rev. B. C. Goodison, M.A., Cape of Good Hope, discontinued.

HONOURABLE EAST INDIA COMPANY'S RECRUITING DEPOT.

Assistant-Surgeon Robert Elliott, Chatham, discontinued.

RECORD OF THE SERVICES OF THE TWENTY-THIRD REGIMENT,
OR ROYAL WELSH FUSILIERS.*

After the battle of Bunker's Hill nothing of importance was attempted on either side, the besieged and besiegers remaining in a state of equal inactivity, till the commencement of 1776, when General Washington began to carry on his operations with more vigour, in the hope of reducing the place before the arrival of some expected reinforcements from England. Among the besieged the slow but sure effects of the long blockade began to show themselves, provisions were scarce, and a supply could not be procured, and the men were worn out with incessant toil. On the 2d of March, two batteries opened their fire on the town, with such effect, that Sir William Howe, who had succeeded to the command, soon became sensible that nothing now remained but to evacuate the place. Accordingly, the garrison, and such of the inhabitants as adhered to the cause of the mother-country, were embarked and conveyed to Halifax, in Nova Scotia.

The troops having recovered from the sickness and fatigue produced by the blockade of Boston, Sir William Howe sailed for Staten Island, near New York, where he landed on the 2nd of July, and was joined by considerable reinforcements from England. Shortly afterwards, another body of troops arrived from the southern provinces, commanded by Sir Henry Clinton, and the operations of the campaign commenced on the 22d of August, by the army crossing over to Long Island, where the Americans had raised a strong line of defence across a narrow neck of land, near Brooklyn, for the protection of New York, which it commanded. The Americans were soon compelled to retire to their works, which the British commander prepared to attack in form; this was no sooner perceived by the enemy, than he resolved to abandon his lines, which he was sensible were incapable of resisting a regular attack. This resolution was carried into effect on the 29th of August, with extraordinary secrecy and good order—an army of 9000 men being transported from New York, with all its cattle, artillery, and stores, without the loss of a single individual. Early in September, the British crossed over to New York Island, and soon after took possession of New York without opposition. After a series of movements and skirmishes, which terminated with the battle of White Plains on the 28th of October, the Americans were driven in from all their positions in York Island, with the exception of the important fort of Fort Washington, which kept open the communication with the Jerseys: this place was reduced on the 15th of November, the garrison of 2500 men surrendering prisoners of war. The Welsh Fusiliers having assisted in all these operations now went into winter-quarters on New York Island.

On the 12th of April, 1777, the regiment embarked under command of Major-General Tryon, and proceeded to Norwalk Bay, in Connecticut, where they landed. From thence they marched, about twenty miles, to Danbury, where they destroyed vast magazines of warlike stores belonging to the enemy. The following day the troops marched to Ridgefield, where the Royal Welsh had an opportunity of distinguishing themselves, being attacked by very superior numbers, stationed to protect very large magazines of military stores of every description, which were burnt after the rebels had been defeated and dispersed†. The intention for which the expedition had been undertaken having been fully accomplished, the British troops returned to embark, when they were constantly harassed and attacked night and day by a very superior force of the enemy, particularly when they came in sight of their ships, they saw more than three times their own numbers drawn up in a very advantageous position, with the intention of disputing their passage. After much manoeuvring on the part of the British, they at length attacked the rebels with the bayonet, and totally defeated them, with great loss in killed and wounded. While the embarkation was proceeding, a strong party of the enemy, under General Arnold, attacked a British regiment with so much vigour as to make it give way. Upon this the Welsh Fusiliers were ordered by Brigadier-General Erskine, Quarter-Master General of the army, to charge; this they did, after firing a volley, so effectually aided by the other regiment, which had rallied, that, after killing and wounding a great number of the Americans, the latter dispersed, and did not fire another shot, but allowed the rear-guard to embark without further molestation.

* Continued from p. 420.

† Journal of Lieutenant General Sir Thomas Saumarez, then a captain in the Welsh Fusiliers.

The Welsh Fusileers received the particular thanks of General Erskine and the other general officers, for their gallant conduct on this and every other occasion since they disembarked : after this the troops returned to New York*.

Early in June, the Commander-in-Chief crossed over with the army to Staten Island, and subsequently to New Jersey. He however found General Washington's position at Middlebrook too strong to be attacked with any prospect of advantage, and every scheme to draw that cautious officer from his fastnesses proving unavailing, Sir William Howe returned to Staten Island on the 20th of June, and on the 24th the Welsh Fusileers were again in New York.

Having failed in his attempt to penetrate to Philadelphia through the Jerseys, Sir William Howe now resolved to embark the army, and to arrive at that place by sailing up the Delaware. The troops destined for this service, among whom were the Royal Welsh, embarked on the 21st of July, and sailing two days afterwards, arrived on the 30th off the Capes of the Delaware. Here, in consequence of information that the enemy had taken means that would render the navigation of the Delaware extremely dangerous, the Commander-in-Chief altered his plans, and proceeded to the Chesapeake, where he arrived about the middle of August : on the 25th, the Welsh Fusileers disembarked at Elk Ferry, in Pennsylvania. The army marched for Philadelphia, the enemy retreating and taking up a position on the opposite side of the Brandywine, of which they determined to dispute the passage. The able dispositions of the British general, and the valour of his troops, however, prevailed, and after a sharp contest the Americans were driven into the woods in their rear, where they took up a second position, from which they were also dislodged and completely routed. The Americans suffered severely in this action, having 300 killed, 600 wounded, and 400 prisoners ; the British loss was 100 killed and 300 wounded. On the 20th of September, another body of the rebels, under General Wayne, was completely routed by a detachment commanded by Major-General Grey, who, in pursuance of a system which he afterwards strongly inculcated on his army in the West Indies, commanded that not a shot should be fired, but the bayonet only should be used ; the surprise was, in consequence of this precaution, most complete, and the slaughter of the enemy dreadful, at the expense to the English of one officer killed, and seven men killed and wounded.

On the 26th of September, Sir William Howe advanced to German Town, and, on the following day, Lord Cornwallis took possession of Philadelphia. The first object of the British commander, after the occupation of the town, was to open a communication with the fleet by removing the obstructions which the enemy had contrived to the navigation of the Delaware ; large detachments were made for this and other services, which considerably reduced the main body of the army, which was stationed at German Town, an important post about seven miles from Philadelphia. General Washington, who was apprized of this circumstance, conceived the moment favourable for an attack on German Town. He accordingly moved from his encampment on the evening of the 3rd of October, and, on the morning of the 4th, under cover of a dense fog, commenced a vigorous assault on our out-posts, which were driven into the village, while the Americans advanced in separate columns, with the view of at once cutting the centre of the position, and attacking it on both flanks. Their designs were, however, frustrated by the gallantry of the 40th regiment, which occupied a large stone house, in which it maintained itself, and checked the advance of the enemy till the whole of the British line had formed. The action was kept up with considerable obstinacy for sometime, but the thickness of the fog preventing the combination of the several attacks of the enemy, he was repulsed, and under cover of the fog, withdrew, with all his artillery. We do not find the regiment engaged in any other operations during this winter, which they passed in Philadelphia, but it is probable they took their share in some very severe duty at the reduction of the forts on the Delaware below the city.

In the spring of 1778, Sir William Howe returned to England, and resigned the command of the army to Lieutenant-General Sir Henry Clinton, who decided on evacuating Philadelphia, and returning with the army to New York. The evacuation was effected on the 18th of June, when the army was transported, with its baggage, provision, and stores, to the Jerseys, in the boats of the fleet. General Washington having received intelligence of the design, had despatched messengers to various points, with orders to collect all the troops that could be assembled, to harass and obstruct the British army on its march. After a variety of movements on both sides, Sir Henry Clinton arrived, on the 27th of June, at a place called

* Sir Thomas Saumarez.

Freehold, where, judging from the appearance of more numerous parties of the enemy, that a serious attack was meditated, he encamped in a very strong position.

The night passed without any hostile movement on the part of the enemy, and in the morning Sir Henry Clinton conceiving that the vast convoy of baggage with which he was encumbered would be the object of attack, despatched it at an early hour, escorted by General Kreyphausen's division, himself following it at some distance with the rest of the army. "The rear-guard, composed of the flank companies, understood Cornwallis had not proceeded, for when near Monmouth court-house, a vastly superior body of the Americans made its appearance under Generals Lee and Lafayette. The British immediately commenced their dispositions for attacking them, but ere these were completed, the Americans retired to a rising ground in their rear. Sir Henry Clinton still resolved to engage, with the view of compelling the enemy to recall some parties, that were advancing on the flanks of the army in pursuit of the baggage. The attack was made with such vigour, notwithstanding the exhausted condition of the men from the severe heat of the weather, that the Provincials were forced to give way, and were only saved from a total rout by the arrival of General Washington with the main body of his army. The flank companies of the Royal Welsh distinguished themselves on this occasion; particularly the right flank company, which received the warmest thanks of Brigadier-General Sir William Meadows, who commanded the grenadier brigade; that company had one-third of its officers and men killed and wounded: among the latter was Captain Willis, who had his thigh carried away by a cannon shot, of which he died a few days after; he was assisted off the field by his subaltern, Lieutenant Saumarez. After this affair the army continued its march unmolested to Sandy Hook, from whence it was conveyed to New York on the 5th of July.

About this period the French king having taken part in the contest, a powerful fleet under the Count D'Estaing arrived on the coast of America, and appeared off the harbour of New York. The British Admiral, Lord Howe, though inferior in force, made such preparations for their reception, that the French thought it prudent to withdraw to Rhode Island, whither his lordship resolved to go in pursuit of them. On this occasion the 52d regiment was ordered to serve on board the fleet as marines, but the Welsh Fusileers, desirous of paying a compliment to the brother of their Colonel, volunteered their services, which were accepted, and the regiment embarked on the 2d of August. The fleet was prevented by contrary winds from sailing before the 6th, and on the 9th, it arrived off Rhode Island, where a part of the hostile fleet was discovered at anchor, the remainder had gone up a river. Lord Howe immediately made the signal to prepare for action, and bore down to the attack; unfortunately, however, when almost within gun-shot of the enemy, the wind all at once became contrary, and he was obliged to put back. On the following day the French fleet was observed coming out of the harbour, and forming in line of battle; Lord Howe having manœuvred unsuccessfully to gain the weather-gage, at length resolved to engage without that advantage. But just as the fleets were nearing each other, so furious a tempest arose, that both were so completely dispersed, that, on the following morning, no two ships were in sight of each other. A general engagement was thus prevented, but three encounters afterwards took place between single ships of the hostile fleet, which terminated most honourably to the British arms. On the evening of the 15th, the *Renown*, of 50 guns, fell in with the *Languedoc*, of 90 guns, Count D'Estaing's flag-ship, and attacked her so vigorously, that the French admiral was every moment expected to strike his colours, when, unfortunately, six of the enemy's ships hove in sight, and compelled the gallant *Dawson* to desist. On the same evening, Captain Hotham, in the *Preston*, also of 50 guns, engaged the *Tonant*, of 80 guns, with every prospect of success, when night put an end to the contest, which he was prevented from renewing in the morning by the appearance of the French fleet. On the 16th, Captain Raynor, of the *Isis*, another 50 gun ship, fell in with the *Cæsar*, 74, and engaged her in so spirited a manner, and with so much advantage, that she put before the wind, and sailed away, leaving the *Isis* so disabled in her masts and rigging, as to be unable to pursue. The loss of the *Isis* was only 1 man killed, and 15 wounded, while that of the *Cæsar* amounted to 50, and her keel was so much damaged, that she was obliged to put into Boston Harbour to refit. The regiment disembarked at New York on the 4th of September, when Lord Howe was pleased to present "his most particular thanks to the officers and soldiers of the three companies of the Royal Welsh Fusileers for their spirited and gallant behaviour on

board the ships that had engaged the enemy, and to the whole regiment for its conduct during the time it served on board the fleet."

On the 27th of May, 1779, the regiment embarked with a part of the army, and sailed up the river Hudson to East Chester and Verplank's Neck, when it assisted at the taking of Fort Lafayette, and other fortified places, which the Americans had constructed there and at Stony Point. Soon after it proceeded on another expedition, under Major-General Tryon, to Newhaven, in Connecticut, a great rendezvous for American privateers. The detachment landed, and having demolished the batteries that had been erected to oppose them, destroyed several ships, and a vast quantity of naval stores. From Newhaven they proceeded to Fairfield, where they destroyed the stores, and reduced the town itself to ashes; Norwalk also shared the same fate, as did also Greenfield, a small sea-port in the neighbourhood. The detachment then returned to New York, having, during an absence of not more than nine days, occasioned prodigious losses to the Americans.

On the 20th of September, the regiment embarked, with a strong detachment of the army, under Earl Cornwallis, and sailed under convoy of Admiral Arbuthnot's fleet, with the intention of invading the whole of the French West India Islands. In consequence however of information received from an English frigate, that a greatly superior French fleet was within a few days' sail, the British fleet put back, and made all sail for New York, where the troops disembarked.

Towards the end of this year, the Commander-in-Chief having resolved to carry the war into the southern provinces, embarked with a great part of the army, in which were the Welsh Fusiliers, and sailed for Charlestown, South Carolina. After a tedious and tempestuous voyage, during which some of the transports were lost, the troops disembarked, on the 12th of February, 1780, at North Edisto, on St. John's Island, about thirty miles from Charlestown. So great were the obstacles encountered by the army in its advance, that it was the 29th of March before the Commander-in-Chief, having established the necessary posts to preserve his communication with the sea, crossed the river Ashley, and established himself on Charlestown Neck. This interval had been diligently employed by the Americans in strengthening and improving the defences of the town, which were, however, too much extended for the numbers of the garrison. On the 1st of April, the British army broke ground within 800 yards of the works, and, on the 8th, the guns were in battery; on the 10th, Sir Henry Clinton and Admiral Arbuthnot, who had passed the outer defences of the harbour, summoned the town to surrender to his Majesty's arms, but the Governor-General, Lincoln, declaring it was his determination to defend it to the last extremity, the batteries opened, and the fire of the enemy's advanced works was soon observed to slacken. General Lincoln had been expecting supplies, and reinforcements; but these, by the activity of Lord Cornwallis and Colonel Tarleton were intercepted. A considerable body of militia and cavalry, that was marching to the relief of the town, was totally routed by these officers, who now crossed the Cooper river, and completed the investment of the place. Meanwhile the second and third parallels had been completed, and a second summons had been answered by proposals which were deemed inadmissible.

The batteries of the third parallel now opened on the town; the works were pushed to the very edge of the ditch, and preparations for an assault were in progress, when the terrified inhabitants presented a petition to General Lincoln, praying him to accept the proffered conditions. A flag of truce was sent out, and the articles of capitulation, which had before been rejected, were agreed to, a circumstance highly honourable to the humanity of Sir Henry Clinton, considering the extremities to which the place was reduced. Great quantities of ordnance and military stores were taken in Charlestown, and several French and Americans taken or destroyed.

The loss of the British during the siege was 76 killed, and 189 wounded. Soon after the surrender of Charlestown, Sir Henry Clinton returned to New York, leaving Earl Cornwallis with 4000 men in South Carolina; to this part of the army the Royal Welsh were attached. As the season was unfavourable for active operations, the little army was distributed in cantonments, securing the frontiers of the province, the Welsh Fusiliers at Camden, with some other corps, under Lord Rawdon. The Americans, however, were not disposed to leave us in quiet possession of South Carolina; and, during the month of July, various parties, moving from different points, assembled under the command of General Gates, and entered the province. The British outposts were also called in, and united at Camden.

On the 15th of August, General Gates being at Rugley's Mills, about twelve miles distant, Lord Cornwallis, who had arrived at Camden from Charlestown,

two days before, got his little band under arms about midnight, and marched with the intention of surprising and attacking him. At the same hour the American general moved from his ground with similar intention, and about three o'clock in the morning the advanced guards met. Some shots were exchanged, but the firing soon ceased, as if by mutual consent, and both armies lay on their arms till daylight. The ground on which they had thus accidentally met was a small sandy plain, with some straggling trees; some swampy ground on the flanks of the British narrowed the field of action, and made the numerical superiority of the enemy of less consequence.

Each army was drawn up in two lines; the right division of the first line of the English, was composed of a small corps of light infantry, the 23rd and 33rd regiments, commanded by Colonel Webster, of the 33rd. Observing a movement on the enemy's left, which appeared to be with the intention of making some alteration in their order, Lord Cornwallis directed Colonel Webster to begin the attack, which was done with great vigour, and in a few minutes the action became general along the whole front. The enemy's left, which was composed of Virginia militia, soon gave way, thus leaving that flank of their army uncovered; on this, the Welsh Fusileers and light infantry, instead of pursuing the fugitives, wheeled up to their left, and falling on the exposed flank, materially contributed to the success of the day. "Our line," says Lord Cornwallis, "continued to advance with the cool intrepidity of experienced British soldiers, keeping up a fire, or making use of the bayonet, as opportunities offered." After an obstinate resistance of three quarters of an hour, the enemy was thrown into complete disorder, and forced to fly from the field in the utmost confusion. The cavalry was ordered to pursue, and made about 1000 prisoners.

The army by which this victory was achieved did not exceed 2000 men, of whom not more than 1500 were British or regulars, the remainder were militia or refugees; the American force was computed at 6000, of whom 800 or 900 were killed or wounded; our loss was 213. Seven pieces of artillery, all the enemy had, 150 waggon, laden with ammunition, provisions, &c. and several stand of colours, fell into the hands of the victors."

Lord Cornwallis having awaited at Camden the arrival of some necessary supplies from Charlestown, set out on the 8th of September on an expedition which he had long meditated, for the reduction of the province of North Carolina. Towards the end of the month he removed to Charlotte, where he halted and established a post. As the army depended entirely for subsistence on the country through which it marched, several mills in the neighbourhood of Charlotte were occupied by detachments, for to be preserved for the purpose of grinding corn for the troops. At one of these (Polk's Mill) a small detachment was posted, commanded by Lieutenant Guyon, a very young man. The Americans made an attack on the mill with a very superior force, but were repulsed. Lieutenant Guyon's conduct was highly applauded*.

Here Lord Cornwallis received the intelligence of the defeat and destruction of the detachment of Major Ferguson; and as this disaster left the western frontiers of South Carolina exposed to the incursions of the enemy, his lordship found himself under the necessity of returning to protect the loyal inhabitants of that province. On this march the army was exposed to the greatest privations, being frequently two days at a time without sustenance. "For five days they were supported on Indian corn, which was collected as it stood in the fields,—five ears was the allowance for two soldiers for twenty-four hours†." At this period, and for several months after, the army was without tent, bivouacking in the woods, under torrents of rain, while at every step the soldier sunk over the shoes in mud.

On the 29th of October, the troops arrived at Winesborough, a convenient station for supporting two of the most important posts, Camden and Ninety-Six, where Lord Cornwallis halted to await the junction of reinforcements from New York, with whose assistance he might resume his operations in North Carolina.

On the 6th of January, 1781, the British cause in North America suffered a severe blow in the defeat of a detachment under Colonel Tarleton, at Cowpens. Lord Cornwallis, hoping to retrieve in some measure the disaster, by recovering the numerous prisoners made by the enemy on this unfortunate occasion, commenced the most vigorous pursuit of the American General Morgan, by whom the

* Stedman's History of the American War, vol. ii., p. 223.

† Ibid. vol. ii., p. 224. The author was commissary to the army.

blow had been struck. To expedite the movements of the army, orders were now issued for the destruction of all superfluous baggage; these were obeyed with the most rigid exactness: the soldiers, emulating the example of the Commander-in-Chief, destroyed even the spirits without a murmur. By extraordinary exertions the army reached the Fords of the Catawba on the 29th of January, only two hours after the passage of General Morgan, having on this march suffered even greater hardships than on that from Charlotte to Winesborough. "The troops had to ford one or more rivers or creeks daily or nightly, and had to march generally all night, without any wine or spirits to drink, having destroyed all they had, and that without having ever been recompensed for so doing."

A heavy fall of rain during the night rendered the Calawba impassable for the next two days, and enabled General Morgan to disengage himself of his prisoners, whom he despatched, under an escort of militia, by a different route from that which he proposed to follow himself. On the 1st of February, the river having so far subsided as to be fordable, Lord Cornwallis made his dispositions for crossing during the night. A portion of his little force was detached to make a feint at a public ford called Beakies, while his lordship marched with the remainder to a private one, called M'Gowan's. The fires on the opposite side soon made it evident that this ford had not escaped the vigilance of the enemy; it was, nevertheless, determined to proceed with the enterprise, and the column entered the river, which was 500 yards wide, and reached to the men's middles. The head of the column had not got half way over when the enemy's piquets were alarmed, and commenced firing. "The current was so strong," says Sir Thomas Saumarez, "that the officers and men were obliged to fasten each other, otherwise they must have been carried down the river and perished. The bottom was rocky and uneven, and the enemy firing from the opposite bank all the time the troops were crossing. Notwithstanding all these difficulties, they made good their landing, and immediately attacked and dispersed the Americans. General Davidson was killed, and several of the rebels bayoneted." Captain James, of the Welsh Fusiliers, was wounded.

The enemy now fled with a precipitation that again baffled the most active pursuit, and crossed the Yadkin, where the British were again detained by a sudden rising of the river. Lord Cornwallis now endeavoured, by a circuitous route, to cut off the enemy's communication with Virginia; but in this design he was also frustrated by the excessive rains and the swollen state of the rivers.

The Americans were, however, driven from North Carolina, and Lord Cornwallis retired to Hillsborough, in that province, where he hoisted the royal standard, and invited the people to join him, but provisions becoming scarce in the neighbourhood, his lordship was under the necessity of making a retrograde movement, and the enemy re-entered the province. Lord Cornwallis advanced to meet them, but General Green, who now commanded the American army, declined a battle, till, being joined by strong reinforcements, he at length made a stand at Guilford Court-house. The British general seeing, with much satisfaction, that the long-wished-for opportunity of bringing his antagonist into action had arrived, put his little army in motion early on the morning of the 15th of March.

"About one o'clock," says Sir Thomas Saumarez, "the action commenced. The Welsh Fusiliers had to attack the enemy in front, under every disadvantage, having to march over a field lately ploughed, which was wet and muddy from the rains which had recently fallen. The enemy, greatly superior in numbers, were most advantageously posted on a rising ground, and behind rails. The regiment marched to the attack under a most galling and destructive fire, which they could only return by an occasional volley. No troops could behave better than the regiment and the little army did at this period, as they never returned the enemy's fire but by word of command, but marched on with the most undaunted courage. When at length they got within a few yards of the Americans' first line, they gave a volley, and charged with such impetuosity, as to cause them to retreat, which they did to the right and left flanks, leaving the front of the British troops exposed to the fire of a second line of the rebels, which was formed behind brush-wood. Not being able to attack in front, the Fusiliers were obliged to take ground to their left to get clear of the brushwood. They then attacked the enemy with the bayonet in so cool and deliberate a manner, as to throw the Americans into the greatest confusion, and disperse them. After this the Royal Welsh attacked and captured two 6-pounders, after having assisted in the attack and defeat of the third line reserve of the Americans. Such men of the Fusiliers and 71st as had strength remaining were ordered to pursue the dispersed enemy. This they did in so per-

severing a manner, that they killed or wounded as many as they could overtake, until, being completely exhausted, they were obliged to halt, after which they returned as they could to rejoin the army at Guildford Court-house."

"This action," continues Sir Thomas, "was unquestionably the hardest and best-contested fought during the American war. The Welsh Fusiliers had about one-third of the officers and soldiers killed or wounded." Earl Cornwallis, in his official account of the battle, thus characterizes his troops, "The conduct and actions of the officers and soldiers that compose this little army, will do more justice to their minds than I can by words. Their persevering intrepidity in action, their invincible patience under the hardships and fatigues of a march of above 600 miles, in which they have forded several large rivers, and numberless creeks, many of which would be considered large rivers in any other country in the world, without tents or covering from the climate, and often without provisions, will sufficiently manifest their ardent zeal for the honour and interests of their sovereign and their country."

The victory at Guildford was gained by 1445 men over an army computed at 7000; the loss of the victors was 93 killed, and 413 wounded, a large deduction from so small a force. Unfortunately, too, many of the wounded perished on the night that succeeded the action, as the great extent of ground on which it was fought, rendered it impossible to collect them all under shelter from the torrents of rain which continued to fall.

This brilliant and dearly-purchased success was followed by no beneficial results; the army could not be subsisted in that part of the country, and Lord Cornwallis was under the necessity of retiring to Wilmington. General Green now penetrated into South Carolina, and caused so much apprehension for the detached posts in that province, that Lord Cornwallis, with the view of drawing him off, marched into Virginia. At Petersburg he was joined by a detachment from New York, under General Arnold. From Petersburg the army marched to Richmond and Williamsburgh, destroying everywhere vast quantities of tobacco and other produce in which the wealth of the colonists consisted. At this period we find 70 men of the Welsh Fusiliers under the command of Captain Champagne, mounted and detached with Colonel Tarleton, to surprise the General Assembly of the state of Virginia, which was sitting at Charlottesville. This novel service they seem to have performed very efficiently, for they are described charging through a river into the town, taking prisoners seven members of the assembly, and destroying 1000 stand of arms, and a great quantity of gunpowder, tobacco, &c.

While at Williamsburgh Lord Cornwallis received instructions from Sir Henry Clinton to detach a considerable portion of his force to New York, where Sir Henry expected to be attacked by General Washington. Lord Cornwallis, conceiving that he should not be able to maintain himself at Williamsburgh with the remainder of his army, resolved to march the whole to Portsmouth, where the detachment was to embark for New York. For this purpose it was necessary to pass the river James, and while the army was thus engaged in doing so, on the 6th of July, the Marquis de la Fayette came up, expecting to cut off the rear-guard after the main body should have crossed. Lord Cornwallis, however, aware of his intentions, made his dispositions so that the French general supposed that there was only a small body to oppose him, advanced briskly, driving in the pickets, who had been instructed to draw him on. The whole line was, however, under arms, and gave the enemy so warm a reception, that night alone saved them from total destruction, as it was they lost 300 in killed, wounded, and taken prisoners.

It soon became evident that the preparations of General Washington, which had caused so much apprehension for New York, were in reality directed against the army in Virginia. Lord Cornwallis's situation was indeed becoming most hazardous; General Washington, with 8000 American troops, and the Count de Rochambeau, with an equal number of French, were rapidly approaching to hem him in by land, while the French fleet was preparing to blockade him by sea. His lordship selected York Town, at the mouth of the river York, as the best post for at once securing his own troops, and the ships by which he was attended. The army arrived at York Town in the month of August, and immediately commenced fortifying the place. The Welsh Fusiliers were directed to construct a redoubt on the right flank, and in advance, having a ravine between it and the town, and were informed by Lord Cornwallis, that this post was to be entrusted to them to defend.

(To be continued.)

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

CAPTAIN.

James Marshall

LIEUTENANTS.

George Rose Frederick Cannon

APPOINTMENTS.

COMMANDERS.

P. D. H. Hay . . . Southampton
W. P. Hamilton . . . Comus
Robert Hagan . . . Coast Guard

LIEUTENANTS.

J. G. Dick . . . Stag
John Maxwell . . . Britannia
Hon. S. T. Carnegie . . . Castor
C. Spettigue . . . Revopge
Harry Eyres . . . Victory
T. G. Forbes . . . Malabar
Henry Jellicoe . . . Do.
S. G. Fremange . . . Comus
John Sanders . . . Maitland Trans.
Robert Loney . . . Savage
G. G. Miall . . . Minx
J. P. Roepel . . . Speedy
John Moffatt . . . Maggie
C. W. Riley . . . Sparrow
F. Edwin . . . Coast Guard
A. Kortwright . . . Do.
Frederick Hounah . . . Spartiate
Richard Dowse . . . Comus
W. F. Glanville . . . Spartiate
R. Baldock . . . Firefly
H. G. Buchanan . . . Firebrand

MASTERS.

William Parker . . . Comus
Charles Pope . . . Serpent
J. Dallas . . . Comus

SURGEONS.

Wm. McGill . . . Comet
J. Rutherford . . . Mangles Conv. sh.
Henry Brock . . . Lotus
Thomas Symers . . . Comus
Sir J. E. Anderson . . . Firebrand
W. M. McClure . . . Serpent

ASSISTANT SURGEONS.

W. Glanville . . . Glasgow
A. C. Air . . . Rinaldo
Robert Mc. Lean (a) . . . Calypso
James Morrison . . . Southampton
John Rees . . . Revenge
William Glasgow . . . Childers
Alfred Tucker . . . Malabar
Thomas Scott, M.D. . . . Do.
Thomas Brennan . . . Victory
J. W. Elliott . . . Canon
C. F. Krabbe . . . Columbia
Charles Rankine . . . Victory
J. S. Hampton . . . Savage
John Brown (b) M.D. . . . Speedy
John Gallagher . . . Maggie
A. Macleary . . . Sparrow
George Moore . . . Victory

PURSERS.

A. N. Earle . . . Comus
William Thompson . . . Firebrand

ROYAL MARINES.

PROMOTIONS.

First-Lieutenant H. J. Delacombe, to be Captain;
and Second-Lieutenant Henry W. Parker, to be
First, and appointed to the Plymouth Division.
First-Lieutenant George Hookey, to be Captain;
and Second-Lieutenant A. B. Stransham, to be
First, and appointed to the Plymouth Division.

ARMY.

WAR-OFFICE, Nov. 2.

1st Regt. of Life Gds.—To be Cornet and Sub-Lieutenants by purch.—Henry Henry Aston, Gent. vice Lord T. C. Pelham Clinton, who ret.; Robert Arthur Fitzharding Kingscote, Gent. vice Cholmondeley, who ret.

2d Regt. of Drag. Gds.—Brevet Lieut.-Colonel Henry Glegg, from h.p. 23d Lt. Drag. to be Capt. without purch. vice Ferguson, dec.

12th Regt. of Lt. Drags.—Lieut. Baskerville Glegg, to be Capt. by purch. vice Barne, who ret.; Cornet James Edward Bradshaw, to be Lieut. by purch. vice Glegg; Theophilus St. George, Gent. to be Cornet, by purch. vice Bradshaw.

15th Lt. Drags.—Assist.-Surg. Abraham James Nisbett Connell, M.D., from the Rifle Brigade, to be Assist.-Surg. vice Dealy, promoted in the 77th Foot.

9th Regt. of Ft.—Capt. William Seward, to be Major, without purch. vice Watkins, deceased; Lieut. Charles C. Brownrigg, to be Capt. vice Seward; Ens. Richard Hill Webster, from the 34th Ft. to be Lieut. vice Brownrigg; Lieut. George Andrew Creagh, to be Adj. vice Brownrigg.

19th Ft.—Ens. Robert Stansfield, to be Lieut. by purch. vice Williamson, prom.; Anthony Walsh, Gent. to be Ens. by purch. vice Stansfield.

34th Ft.—Gent. Cadet Charles F. Hervey, from the Royal Military College, to be Ens. without purch. vice Webster, prom. in the 9th Ft.

36th Ft.—Gent. Cadet Charles A. Goodman, from the Royal Military College, to be Ens. without purch.

38th Ft.—Ens. Henry T. Griffiths, from the 89th Ft. to be Lieut. by purch. vice Borough, prom.

82d Ft.—Capt. James Hannay, from h.p. unat. to be Capt. vice Brevet Maj. Thomas Stilling Begbie, who exch. receiving the difference; Lieut. Charles Stannard Eustace, from h.p. unat. to be Lieut. vice William Henry Buckley, who exch. receiving the difference.

83d Ft.—Gent. Cadet Ferdinand Wittingham, from the Royal Military College, to be Ens. without purch. vice Scott, dec.

89th Foot.—George William Blunt, Gent. to be Ens. by purch. vice Griffith, prom. in the 39th Ft.

90th Foot.—Lieut. Henry H. Cuming, to be Capt. by purch. vice Daunt, who ret.; Ens. Vere Caldwell, to be Lieut. by purch. vice Cuming; Lord Algernon Chichester, to be Ens. by purch. vice Caldwell.

96th Foot.—Capt. Charles Hendrick, from h.p. 22d Foot, to be Capt. vice Stewart, who ret.; Rifle Brigade.—Staff-Assist.-Surg. John Donald Grant, to be Assist.-Surg. vice Connell, appointed to the 15th Lt. Drags.

Hospital Staff.—To be Staff-Assist.-Surgeons.—George Clerihew, M.D., vice Grant, appointed to the Rifle Brigade; James Munro, M.D., vice Robertson, who resigns.

Unattached.—Lieut. George Williamson, from the 19th Ft. to be Capt. of Infantry, by p.

Memorandum.—The gentlemen who were appointed Deputy-Assist.-Com.-Gen. on the 5th of Oct. last, as stated in the *Gazette* of the 26th ult., were previously Commissariat Clerks.

Nov. 6.

Memorandum.—The h.p. of the undermentioned officers has been cancelled from the 6th instant inclusive, they having accepted a computed allowance for their commissions:—

Capt. Lieut. Rowley Lascelles, h.p. 20th Light Drags.; Hospital-Assist. John Clarke, h.p.; Lieut. Richard Walwyn, h.p. 61st Ft.; Paymaster Hugh Pollock, h.p. 26th Ft.; Assist.-Surg. Edward Cutler, h.p. 1st Ft. Gds.; Assist.-Surg. Charles Foote, h.p. 26th Ft.; Ens. Thomas Hooper, ret. full-pay 5th Royal Vet. Bat.; Lieut. Thomas Dunkin, h.p. 1st Ft. Gds.; Ens. John Gough, h.p. 67th Foot;

Lieut George Pope ret full pay 1st Royal Vet
Bat Capt Arthur Edward d'Orfeuille h p 23d
Lt Francis John Home h p 100th Lt Lieut
John Burke h p 16th Lt Drums Lieut Henry
Young h p 3d Lt.

Quartermaster John Murchison of the 96th Ft has also been permitted to retire from the service receiving a commuted allowance for his commission.

Ensign George Pidgeon Bliss late of the New Brunswick Fusiliers has also been permitted to receive a commuted allowance, instead of being relieved on his pay.

East Suffolk Regt of Militia—J^W C Whit
bread Esq to be Captain J P Perry Esq to be
Captain T H Laikham, Gent to be Ensign, vice
J R Blevon, promoted

WAR OFFICE Nov 13

3d Regt of Dia. Guards—Lieut Henry Wilmoth
Charlton to be Capt by p vic Grove who retires
Cornet Richard Dunn to be Lieut by p vic
Charlton, Henry Charles Pault, Gent to be
Cornet by p vic Dunn

21st Regt of Foot—Capt Frederick Henry A Forth from the 75th Foot to be Capt vice Major who exchanges, Cornet William Paxton Jervis from h p 3d Dragoons to be Second Lieut with out p vice Wemyss deceased

26th Foot.—Lieut Matthew M Innes to be Capt without p vice Lord Ramsay deceased. Insan John Shum to be Lieut vice M Innes. Arthur Hale Barrard to be Insan vice Shum.

36th Foot—Ensign George Bentley Bouchier
to be Lieut without p vice Cresswell prom in the
48th Foot Capt Thomas J. Smith to be Lieut
in p 62d Foot (with temporary rank) to be Lieut
in sign vice Bouchier

With loot—It ut Hon Chalks Skeffington
Clements to be Capt by p vice Dyer who retires
Tusign George Augustus Hatton to be In R by
p vice Clements George Green Gent to b In
sign by p vice Hatton

40th Foot—1 ensign John Innes Macberth from
h p 89th Foot to be Ensign without p vice Lord
George Thynne deceased

48th Foot—Lieut George Creswell from the 36th Foot to be Capt without pay. King cashiered by the sentence of a General Court Martial.

55th Foot—Lieut Edward Fairfield from h p
27th Foot, to be Lieut ~~and~~ John Verker who
exchanges

59th Foot—Lieut Nathaniel Kane to be Capt by J. W. Smith who retires and John McVill Gore Matson to be Lieut by J. W. Kane. Lieut J. W. Kane to be Major and J. W. Matson to be Lieut.

65th Foot—Capt. Henry Gough Bayle from
h p 87th Foot to be Capt. vice Richard Leslie
Dundas who exchanges

75th Foot—Capt Charles William Perkins
Magra from the 21st Foot, to be Capt vice North,
who exchanges

86th Foot—Capt John Twigg from h. p. unat
tached to be Capt. vice Philip North who ex
94th Foot—Charles Stewart Still Gent to be

Hospital Staff—John Mitchell M.D. to be Staff

Hospital Staff—John Mitchell M. D. to be Staff Assistant-Surgeon vice Fitzgerald, appointed to the 68th Foot.

Memorandum—The undermentioned appointments, as stated in the Gazette of the 26th ult have not taken place —

Assist Surg Humfrey, from the 95th Foot to be Assist Surg in the 94th Foot, Charles Stewart Still Gent to be Assist Surg in the 95th Foot.

The half pay of the undermentioned officers has been cancelled from the 1st inst inclusive, they having been permitted to receive a commuted allowance for their commissions, viz —

Lieut Christopher Johnston Allingham, h. p.

18th Light Dragoons, Ensign John Reynolds h p
93d Foot Lieut James Ralston h p 71st Foot
Lieut John Hewitt h p Dillon s Regt Captain
Thomas de Gremier du Jonblanque h p 2d Gar
rison Battalion Lieut Thomas Stephens h p
22d Foot Hospital Assistant Patrick M Mahon,
h p Hospital Staff Assistant John Carr h p 10th
Foot Capt Emmanuel D Aubreville h p Cana
dian Vols, ens Assist Surg William Crowder
Golder h p 3d Foot Guards Ensign Marcus
Richardson h p 45th Foot Assist Surg Thomas
Stobo h p Hospital Staff Ens Edward Walker
Carter h p Newfoundland Fencibles, Ensign
George Kimber Tucker h p 44th Foot

Lieut James Anthony of the 22d Foot has been permitted to retire from the service receiving a commuted allowance for his commission

Kettering Top of Yeomanry Cavalry—John Booth sent to be Lieut vic Lord Stopford W

I Maunsell sent to be Coined vice Booth
Brickley and Chapman, Squadron of Yeomanry
Cavalry—Sir Robert H Gunning Bart to be

Thrapton loop of Yeomanry Cavalry—The

Hon A I Powys to be Hon t Vice Wilkins
Wellington, 10th Troop of Comany Cavalry -
W S Rose Gent to be Cornet

WAR OFFICE NOV 16

2d Regt Drag Gds—Lieut Charles James Cornish from the 16th Light Dragoons to 1st Lieut William Mansfield who ret

14th Light Drags—Lieutenant Francis Heale
Stephens from the Rifle Brigade to be Lieutenant.
Fockinet who each

15th Light Divs.—Robert Bell went to be
Colonel typ vic Crompton who died
16th Light Divs.—Capt (or) Mansel from

the 30th Foot to be Capt vice Lund who exch
Cornet William Andrew Sweetman to be Lieut by
p vice Cornet, app to the 11th Dia^l Guards,
Richard Patten Gent to be Cornet, by p vice
Sweetman.

3d Foot—Lieut John Whittam to be Capt by
pvt Kingbury who ret. Insign. G. Mille
G. Mille fonsdale to be Lieut by pvt Whittam

9th Foot—William Wellington Powell Gent to

21st Foot—Thomas Bythorn & Mortimer Gent
to be Second Lieut by purchase Lewis who ret

30th Foot—Capt John Lyard from the 16th
Light Dragoon to be Capt vice Mansel who exch
42d Foot—Ensign Thomas Graham Stirling, to

63d Foot—Capt James Buggles to be Major by
p vice Douglas who ret. Lt Archibald Lindsay,
to be (another) p vice.

to be Capt by p vice Burgess Ens Robert Dale,
to be Inut lyp Vice Irskins William Godfrey
Jervis (out to be Ensign lyp vice Dale
82 Capt - Inut Charles Burgess Major

82 Foot—Lieut Charles Francis Maxwell to be Capt by p vice Hannay who ret Lusign Nicolas Edward Ollivier to be Lieut by p vice Maxwell, Thomas Bignon Luman Capt to be Major 11th

Thomas Pickson Firman Gent to be Ensign, by p.
Vice Ollivier
86th Foot—Lieut Jasper Creagh to be Capt by
Vice Twiss, who at the same time Robert N.

p vice Twigg who ret Ensign Robert Needham
Carlsale to be Lieut by p vice Creagh Charles
William Gore to be Lieut by p vice Carlsale
91st Foot and 1st Edward Richard Northey

91st Foot—Capt Edward Richard Northey from
h p Portuguese Officers, to be Capt vice Kenney,
who ret
Buffs. Brigade—Lieut Robert Alexander Jack-

Unattached—Lieut William Dick Mace, lance

Memorandum—The name of the Ensign of the 92d Foot is De Balnford, and not Gammage.

and Foot is De Bannard, and not Carnegie, as
formerly stated.

His Majesty has been pleased to approve of the devices and distinctions borne on the colours and appointments of the two battalions of the 1st or Royal Regiment of Foot being the same in each battalion, as is the case in the several battalions of the three regiments of Foot Guards, and was also the case in those regiments of the Line which formerly consisted of two or more battalions.

The half-pay of Deputy Assistant-Commissary-General George Stevens has been cancelled from the 31st December last inclusive, he having accepted a commuted allowance for his commission.

OFFICE OF ORDNANCE, Nov. 14.

Royal Regt. of Artillery.—Second Capt. Andrew Orcher William Schalch, to be Adj. vice Cater.

OFFICE OF ORDNANCE, Nov. 15.

Royal Regiment of Artillery.—Major-General George Ramsay, to be Colonel-Commandant, vice Cuppage, deceased.

WAR-OFFICE, Nov. 23.

Royal Regt. of Horse Guards.—Henry James Tomkinson, Gent., to be Cornet, by p. vice Lord Macdonald, who retires.

7th Drag. Guards.—Surgeon Michael Cathcart, from the 38th Regt. to be Surgeon, vice Roe, who exchanges.

7th Foot.—Lieut. Francis Nisbett, from h. p. 18th Light Drago. to be Lieut. v. Murray, appointed to the 60th Regt.

14th Foot.—Lieut. John Barry Maxwell, from the 20th Regt. to be Lieut. v. Higginbotham, who retires.

20th Foot.—Ensign William Heron, to be Lieut. by p. vice Maxwell, appointed to the 14th Regt.; Benjamin Newman, Gent. to be Ensign, by p. vice Heron.

21st Foot.—Alexander Seton, Gent. to be Second Lieut. by p. vice Gordon, appointed to the 91st Regt.

22d Foot.—Lieut. Archibald Campbell, from h. p. unattached, to be Lieut. vice Anthony, retired, receiving a commutation.

31st Foot.—Staff-Assistent-Surg. Charles Hugh

James, to be Assistant-Surgeon, vice Murray, promoted in the 46th Foot.

26th Foot.—Alexander Thistlethwayte, Gent. to be Ensign, by p. vice Thomas Thistlethwayte, who retires.

38th Foot.—Surgeon Samuel Crozier, M.D. from the 7th Dragoon Guards, to be Surgeon, vice Cathcart, who exchanges.

46th Foot.—Assistant-Surgeon Denis Murray, M.D. from the 31st Regt. to be Surgeon, vice Mallock, deceased.

60th Foot.—Lieut. Hon. David Henry Murray, from the 2d Regt. to be Lieut. vice Frederick Francis Lewis Dayrolles, who retires on h.p.

91st Foot.—Lieut. James F. Glencairn Campbell, to be Capt. by p. vice Northey, who retires; Ensign David Forbes, to be Lieut. by p. vice Campbell; Second-Lieut. Bertie Edward Murray Gordon, from the 21st Regt. to be Ensign, vice Forbes.

92d Foot.—Capt. John Dick Macfarlane, from h. p. unattached, to be Capt. vice James Macdonald, who exchanges, receiving the difference.

Hospital Staff.—George Kincaid Pitcairn, M.D. to be Staff-Assistent-Surg. vice James, appointed to the 31st Regt.

Memorandum.—The name of the Lieutenant in the 42d Regt. is Robert Williamson Ramsay, and not Robert Ramsay Williamson, as formerly stated.

ST. JAMES'S PALACE, Oct. 31.

The King was this day pleased to confer the honour of Knighthood upon Major Francis Geary Gardner Lee, of the Royal Marines, Knight of the Royal and distinguished Order of Charles III. of Spain, and late a Lieut.-Colonel in the Spanish service.

Nov. 6.

The King was this day pleased to confer the honour of Knighthood upon Lieut.-Gen. Thomas Browne, Military Knight Commander of the Royal Hanoverian Guelphic Order.

The King was this day pleased to confer the honour of Knighthood upon Commissary-General John Bisset, Civil Knight Commander of the Royal Hanoverian Guelphic Order.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

May 31st, at Sydney, New South Wales, the Lady of Capt. Westmacott, 4th Regt., A.D.C. to his Excellency General Bourke, of a son.

At St. George's, Bermuda, the Lady of Major Kell, 37th Regt. of a son.

At Cheltenham, the Lady of Lieut. Bradley, R.N. of a son.

Oct. 18th, at Rye, Sussex, the Lady of Captain C. Head, 2d, or Queen's Royal Regt. of a daughter.

Oct. 23d, at Milford House, Hampshire, the Lady of Lieut.-Colonel D'Arcy, of a son.

Oct. 24th, at Broughton-under-Blean, the Lady of Capt. J. G. Gordon, R.N. of a daughter.

Oct. 25th, at Southsea, the Lady of John Yule, Esq. Master R.N. of a daughter.

In London, the Lady of Lieut. Urquhart, R.M. of a son.

Nov. 2d, at Windsor, the Lady of Col. Milman, Coldstream Guards, of a son.

Nov. 9d, at Belfast, the Lady of Lieut. W. L. O'Halloran, 38th Regt. of a daughter.

Nov. 3d, at Knockmaroon Lodge, Phoenix Park, Dublin, the Lady of Lieut.-Col. Colby, Royal Engineers, of a son.

Nov. 3d, in Londonderry, the Lady of Captain Foynts, 30th Regt. of a daughter.

Nov. 8th, at Windsor, the Lady of Major Priedeaux, of a son.

Nov. 8th, at Aberystwith, the Lady of Lieut. Col. W. T. Baker, of a daughter.

Nov. 13th, in South Audley Street, the Lady of Lieut.-Colonel Knollys, Scots Fusilier Guards, of a son.

Nov. 15th, at Southsea, the Lady of Capt. Dalton, R. A. of a son.

At Cove of Cork, the Lady of Lieut. Dennehy, R.N. of a daughter.

At Lakeview, near Enniskillen, the Lady of Capt. Catty, R.E. of a daughter.

In Wilton Street, Eaton Square, the Lady of Assist.-Surgeon W. B. Daykin, Grenadier Guards, of a son.

MARRIAGES.

Sept. 23d, at Belmont, in Trelawney, Island of Jamaica, Lieut. E. S. Norman Campbell, 23d Regt. to Mary, daughter of the late Dugald M. Ruthven, Esq. of that Island.

At Cawnpore, Lieut. George Crofton, 16th Lancers, to Matilda Mary, daughter of William B. White, Esq. Surgeon of same regt.

Oct. 1st, at the Palace, Valetta, Major Robert Anstruther, 73d Regt. to Louisa, youngest daughter of Colonel Sir Roward Eplingstone, Bart. R.E.

Oct. 27th, Major I. Linwood Verity, late of the 92d Highlanders, to Maria Frances, eldest daughter of the Rev. Robert Steele, Rector of Mundesley.

At Cotheridge, Worcestershire, Capt. Hollbrook, R.N. to Mary, widow of the late Lieut. Wm. Stock, R.N.

At Thornton-le-Fen, Lincolnshire, H.B.H. Long, Esq. Pinner R.N. to Elizabeth, daughter of the late Rev. W. Headbent, Vicar of Baumber, Lincolnshire.

At Rolvenden, Kent, Major G. Willock, K. L. S. to Charlotte, only child of the Rev. J. R. Coombe, of Sparkes, Rolvenden.

In Manchester, Lieut. Asaph Shaw, 31st Regt. to Miss Anne Farrand, third daughter of the late Mr. Farrand, of Manchester.

At Colchester, Capt. Schreiber, late of the 18th Hussars, to Anne, daughter of A. W. Hume, Esq. of Gresford, Capt. Mostyn, R.N. to Susannah, daughter of the late J. S. Townshend, Esq. of Trevallyn, Denbighshire.

In Dublin, Capt. John B. Thornhill, 91st Regt. to Rebecca Elizabeth, youngest daughter of Minchin Lucas, Esq. Fitzwilliam Square.

At Tralee, Assistant-Surgeon Richard Poole, 32d Regt. to Jane, second daughter of the late Pierce Chute, Esq. of Tralee.

Lieut. George Steinhach, 12th Lancers, to Sophia, second daughter of Samuel Perks, Esq. of Weybridge House, Surrey.

DEATHS.

MAJORS.

Watkins, 9th Foot, Cook, Here, Unattached.

CAPTAINS.

Jan. 31st, Breerton, unattached, Isle au Noix.
April 28th, Perham, 45th Foot, Arnee, Madras.
Aug. 7th, A. M. Campbell, R. p. Royal Artillery, Dieppe.

Sept. 6th, Goodyer, h. p. 56th Foot.

Sept. 8th, Stouge, h. p. 35th Foot.

Oct. 8th, Christian, late 2d R. V. B.

LIEUTENANTS.

Aug. 17th, Skerry, 36th Foot, Barbadoes.

Aug. 25th, Dig. Campbell, h. p. 5th Foot.

Sept. 29th, Wylrants, 67th Foot, Bristol.

Oct. 9th, Kirwan, 70th Foot, Wexford.

Missing, R. Mar.

Chaproniere, ditto.

Russell, h. p. 37th Foot.

Carruthers, h. p. 2d R. V. B.

ENSIGNS AND CORNETS.

March 28th, Von Bodenstoffs, h. p. Brunswick Infantry.

June 19th, Lord George Thynne, 40th Ft. at sea.

Aug. 12th, Wilson, 2d W. I. Regt. New Providence.

Kauffman, Hampshire's Mounted Riflemen.

Sept. 12th, Geo. Campbell, h. p. 60th Foot.

PAYMASTERS.

Nester, late 4th R. V. B.

QUARTERMASTERS.

Neil, Hampshire's Mounted Riflemen.

Sept. 24th, Dunlop, 5th Drag Guards.

Sept. 27th, Young, R. p. 1st Fenc. Cav.

COMMISARIAT DEPARTMENT.

Sept. 8th, As-Comm.-Gen. McClellan, h. p.

Sept. 29th, Dep. As-Comm.-Gen. Dobinson, h. p.

MEDICAL DEPARTMENT.

Surg. O'Halloran, 77th Foot.

July 12th, Staff As-Surg. Dryden, Turk's Island, Bahamas.

Oct. 2d, Surg. Punshon, h. p. 15th Ft. Newcastle.

CHAPLAINS' DEPARTMENT.

Aug. 6th, Dr. Mills, Quebec.

At Dominica, West Indies, Dep. Assist.-Comm.-

General Charles Monk, Colonial Aide-de-Camp to the Governor, and nephew to Sir William Garrow, one of the Barons of H. M. Court of Exchequer.

June 30th, at Madras, Lieut.-Colonel H. T. Shaw, 45th Regt. son of the late Sir J. G. Shaw, Bart.

At the Havannah, in the Island of Cuba, Lieut. Tulloh, R.N. late Commander of H. M. Schooner Fincher.

Oct. 21st, at Guernsey, Capt. Godfrey H. James, h. p. 96th Regt.

Oct. 22d, at Brechin, Lieut. Alexander Young, late of the 21st Regt. or Royal North British Fusiliers.

Oct. 25th, at Dalhousie Castle, Capt. Lord George Ramsay, 26th Regt.

Oct. 27th, on his way to Corfu, the Rev. Geo. Winnock, Chaplain to the Forces, in the 41st year of his age.

Oct. 28th, at Loughborough, Leicestershire, Lieut. Charles Griffin Clark, R.N.

Oct. 30th, in London, Capt. Thomas Daly, formerly of the 47th Regt.

At Hardway, near Gosport, Lieut. Thomas James Broderick, R.N.

At Kingstown, aged 66, Capt. Terence O'Neill, R.N.

In Portobello Barracks, John Hayward, Esq. Veterinary Surgeon to the Carbineers.

At Blandford, Dorset, the Hon. A. Stuart, formerly of the Queen's Bays, the only (and twin) brother of the Earl of Moira.

Thomas Boys, Esq. Vice-Admiral of the Blue. A memoir of services in our next.

Nov. 4th, Lieut. Abraham Hughes, R.N.

Nov. 5th, at Sleive Bann, County of Donegal, James Black, Esq. formerly Lieut. 48th Regt.

Nov. 5th, at Cheltenham, Colonel J. Horries, late commanding the 96th Regt.

Nov. 6th, on the passage from Howth to Holyhead, Commander Skinner, R.N. commanding the Escape Post-Office Packet between those stations.

The following circumstance is reported as the cause of the melancholy occurrence:—When about five miles from the Head, the packet was struck by two very heavy waves following each other, the second dashed Capt. Skinner and his mate, Wm. Morris (a stout and able seaman), through the bulwarks overboard, carrying away binocular and compass, and knocked down the man at the helm, who fortunately got entangled in the chain of the wheel, which was broken, and by this means he was saved. Capt. Skinner was esteemed by all who knew him for his civil, obliging, and gentlemanly manners. In the year 1821, he had the honour of conveying his late Majesty, George IV. to Kingstown, on which occasion his Majesty was graciously pleased to confer on him his late rank.

Nov. 7th, suddenly, at Berwick-upon-Tweed, Commander Wm. Saunders, Inspector of the Coast Guard in that district.

Nov. 9th, at Shooter's Hill, Lieut.-General Cuyper, R.A. Inspector of the Royal Carriage Department. A memoir of services in our next.

Nov. 9th, in London, Lieut.-Colonel Robert Broughton, of the Hon. East India Company's Service, aged 73.

Nov. 13th, at Cardigan, South Wales, Lieut. Charles Davis, R.N. in the 41st year of his age.

At Cork, Mr. Robert Honner Foot, late of H.M. Cutter Raven, in his 28th year. Mr. Foot was employed in the late survey of the coast of Africa, under Capt. W. F. W. Owen, R.N. and was Mate of the Hecia, in Capt. Sir Edward Parry's expedition of 1827, in search of the North West Passage, and drew all the charts constructed on that voyage.

Nov. 15th, at Cheltenham, Wm. Cumberland, Esq. Rear-Admiral of the White, aged 67.

At Torpoint, Lieut. J. B. Nash, R.N.

METEOROLOGICAL REGISTER.

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

OCT. 1832.	Six's Thermometer.		At 3 P. M.			Pluvio- meter & Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermos Degrees.	Hygrom. Farts.			
1	66.8	59.3	30.00	64.0	503	.040	.068	S.E. to S.W. fresh breezes.
2	65.4	57.6	29.94	64.7	508	—	.070	S.W. light breezes.
3	64.6	54.8	29.90	63.5	511	.025	.063	S.S.W. blowing fresh.
4	63.9	59.0	29.71	62.4	529	.235	.080	S. by W. blowing hard.
5	61.9	58.3	29.22	58.8	558	1.470	.185	S.W. squally weather.
6	60.8	51.4	29.52	57.0	466	.018	.190	S.S.E. fresh breezes.
7	57.7	49.3	29.60	56.5	522	.408	.136	S. by E. light winds.
8	56.7	54.3	29.23	57.0	578	2.860	.170	S.W. bl. hard, heat, showers.
9	55.2	47.5	29.90	55.7	525	.115	.215	S.W. by W. blow, very fresh.
10	60.8	52.4	30.06	60.7	630	—	.094	S.W. by W. fr. breezes & fine.
11	62.6	59.2	30.20	61.7	610	.077	.073	S.W. by S. blowing hard.
12	63.8	58.4	30.22	63.8	630	.377	.089	S.S.W. blowing fresh.
13	63.7	53.1	29.83	56.6	492	.130	.094	N. by W. fr. breezes & cloudy.
14	57.6	49.8	30.24	55.7	562	.012	.030	S.W. light airs and clear.
15	57.4	51.0	31.10	56.5	600	—	.110	S.W. by W. fr. breezes & fine.
16	58.1	51.4	31.07	58.1	587	.009	.103	N.W. light breezes.
17	61.8	47.3	30.35	54.6	594	.010	.090	N.W. light airs and fine.
18	56.4	53.0	30.20	56.2	654	.040	.070	N.N.W. light breezes, cloudy.
19	56.2	52.4	30.22	53.8	627	.078	.082	N.N.E. light airs, and fine.
20	55.5	45.0	30.25	53.3	633	.008	.029	N. light breeze, fine day.
21	53.4	46.8	30.26	53.2	633	.006	.025	N.E. light airs, and heavy.
22	55.2	47.4	30.23	54.0	623	—	.015	N.E. light airs, very fine.
23	54.8	47.6	30.27	54.6	626	—	.019	N.E. fr. breezes, and clear.
24	55.3	48.0	30.30	55.0	629	—	.016	N.E. by E. light breezes, fine.
25	54.5	48.7	30.36	51.9	633	.006	.019	N. by W. light airs, & cloudy.
26	52.4	46.0	30.31	51.7	639	—	.030	S. by W. light breezes, clear.
27	52.0	45.3	30.23	51.4	656	—	.025	S.S.E. light airs, thick fog.
28	51.7	47.8	30.13	51.7	684	.050	.020	Calm, dense fog.
29	53.0	50.2	29.96	53.0	810	.535	.018	Calm, very foggy.
30	53.6	46.0	30.00	53.6	705	.040	.037	S.W. fresh breezes and fair.
31	56.4	45.6	29.86	56.0	720	.120	.148	N.W. light breeze, fine day.

TO READERS AND CORRESPONDENTS.

In order to insure accuracy in our Biographical Sketches of deceased officers, we request that we may be favoured with communications on these subjects by the friends or relatives of such officers as early after the decease of the latter as circumstances will admit. Further to afford time for this object, we shall not, in future, insert Memoirs of Service in our Number immediately ensuing. We shall be happy to hear from T. B. respecting the late Vice-Admiral.

We have still a large mass of Correspondence in hand, notwithstanding the double portion of space we have devoted to that department in our present Number, as the last of the year.

Though not specially acknowledged, H. L. P. P.'s communication has not been overlooked.

We thank "An Original Subscriber."

"Peter Firelock" has not missed fire.

"Square Rig" will see a reply in our present Number, which may qualify him of the case.

We regret not having received "An Officer and Subscriber's" Letter on a United Service Proprietary School in time for insertion this month.

"H. N." is informed that the one series (of Scientific Papers,) was carried as far as was contemplated in the first instance; and that it is complete up to that point. These Papers may at any time, if desirable, be continued by the same hand. Such was the original design. The writer of the fragment upon another subject unfortunately died soon after the publication of the Second Paper.

We are sorry that the Communication of "Veritas" does not suit us.

INDEX

TO THE

THIRD PART OF 1832.

- ABSTRACT** of Parliamentary Proceedings connected with the Navy and Army, 119, 276, 421
- Affairs** at Home and Abroad, 113, 265, 409, 557
- African**, mutiny on board the, 162
- African Expedition**, new, 63
- Alexander**, military genius of, 145
- Alexandria**, Obelisk at, called Cleopatra's Needle, 88
- Algiers**, attacked by Lord Exmouth, 9
- Almirante**, a Spanish brig, captured by the Black Joke, 60
- Althorpe Lord**, 271, 274, 275, 277, 278, 421, 424
- Alava**, General de, on the conduct of General San Miguel, 645
- Ampère**, theory of, 24
- Aphion**, explosion on board of, 74
- Amulet**, noticed, 383.
- Anglesea**, Marquis of, and the medical department, 553
- Anglo-Hibernian Packet Establishment** at Milford Haven, 396
- Annals** reviewed, 383—the Picturesque Annual, *ib.*—Landscape Annual, *ib.*—Amulet, *ib.*—Comic Offering, *ib.*—Keepsake, *ib.*—Winter's Wreath, *ib.*—Forget Me Not, *ib.*
- Annuity for a Widow**, 371
- Antwerp**, citadel of, 522
- Appointments and Promotions**, military, 140, 428, 562
- , naval, 140, 283, 428, 572
- Arago**, M., inquiries of, 23—on Comets, 358
- Archery**, Old English, 26
- Architecture**, School of, and the Surveyor of the Navy, 103
- Armies**, French and German, at the commencement of the revolution, war and at the present moment, 435
- Army**, British, list of regiments in the, 411
- Dutch, details respecting, 115
- Estimates, 119
- French, positions of, 91
- of the Confederation, 236, 237
- of the United States, remarks on, 154
- of Occupation in France, 478
- Arrow**, construction of, 30
- U. S. JOURN. No. 49, DEC. 1832.**
- Artillery**, French, strength of, 236
- improved, 236
- Ashworth**, Major-General, memoir of his services, 224
- Athlone**, situation of, 470
- Auckland**, Lord, 120
- Austrian Officers**, retired, 92
- Budajoz**, operations against, 342
- Badges** of distinction for seamen, 109, 308
- Baird**, Sir David, memoirs of, 525
- Ballingall**, James, his "Mercantile Navy," reviewed, 381
- Bancroft**, Dr., on the plague in Egypt, 454
- Barlow**, Peter, his experiments on the compass, 202
- Barnstable**, letter from, 102
- Bath**, Order of, omissions in the distribution of the, 255
- Battle of Dreux**, 231
- Bavaria**, affairs of, 377
- Beamish**, Major, his History of the King's German Legion, 240
- , Mr. Caulfield, on naval construction, 539
- Belgium**, affairs of, 6, 236, 265, 409
- Berlin**, monument to Frederick the Great at, 192
- Bermuda**, hydrographical notices of, 267
- Bernoulli**, James, on comets, 349
- Big Paddy** from Corb, 402, 541
- Biographical Notices** of distinguished Persons: the late General the Earl of Donoughmore, G.C.B., 71—Vice-Admiral Sir Isaac Pellew, K.C.B., 73—Rear-Admiral James Oughton, 76—Major-General Sir Charles Ashworth, K.C.B., 224—Field-Marshal Sir Alured Clarke, G.C.B., 364—Major-Gen. Sir Alexander Bryce, K.C.H., 365—Major-General Sir Charles Bruce, 366—Thomas Drury, Esq., 513—General Dalrymple, 514
- Births**, 442, 286, 430, 574
- Biscuit-making**, process of, 242
- Black Joke**, Life and Adventures of, 58
- Blenheim**, Battle of, 90, 415
- Blues**, standard presented to, 114
- Bonaparte**, edicts of, 497
- Borda**, opinion of, 199
- Bourk**, General, summons Qasiroga to surrender, 321
- Bow**, objections to steering from the, 260

- Breech, patent, for guns, 88
 Brenner, General, remarks of, 336
 Bridges, military, principles, and construction of, noticed, 240
 Bristol Channel, survey of, 395
 Britannia, interior of, described, 532
 British Cavalry on the Peninsula, 34
 Brown, John, on the proceedings of the Royal Yacht Club, 442—letter of, 539, 541
 Bruce, Major-General, memoir of his services, 366
 Bryce, Major-General, memoir of his services, 365
 Brydges, Sir J., 280
 Bunker's Hill, battle of, 420
 Burdett, Sir F., 274
 Byng, Mr., 278
 Cadets, American, their course of instruction, 159
 ———, Russian, corps of, 379
 Calcutta, sitting up at Devonport, 392
 Calm at sea, described, 208
 Campaign in Daghestan, 95
 Campaign of 1813, 36—unnoticed key to, 89
 Camp at Teltow, 378
 Camps of Exercise, 1
 Canton, Mr., investigations of, 18
 Capo Liveri, village of, at St. Helena, 328
 Captain, picture of an Irish one, 206
 Carabineers, national free corps of, 524
 Castor frigate, construction of, 403
 Cavalry, British, on the Peninsula, 34
 ——— at Fuentes d'Onor, 236
 ——— Tactics, reply to a paper on in the Court Journal, 360
 ——— on the movements of, 12
 Cavan, Lord, 467
 Cayen, remarkable, at St. Helena, 328
 Certificate, forms of, for soldiers on duty, 132
 Chaldeans, their notions of comets, 347
 Charlemagne, military genius of, 145
 ——— conquests of, 147
 Chelsea pensioners, motion respecting, 423
 Children, Mr., his galvanic battery, 20
 Cholera, ravages of, 449
 Churchman, theory of, 200
 Cinque Ports, past and present state of, 218
 Ciudad Rodrigo, recollections of the storming of, 172—taken by the British, 334
 ——— further particulars respecting the assault of, 406
 Civil Department's Navy bill, 120
 Clairault on comets, 352
 Clanricarde, Marquis of, 277
 Clarke, Field-Marshal Sir Arthur, memoir of his services, 354
 Clements, Capt., of the 18th Hussars, 38
 Cleopatra's Needle, its suggested removal to England, 87
 Clerk, Mr., his Naval Tactics, 43
 Cockburn, Sir G., spirited conduct of, 163
 Colonels of the British army, list of, 413
 Comets, cursory remarks on, 344
 Comic Offering, noticed, 383
 Concorde, French ship, captured, 15, 204
 Conduitt, Mr., his conversation with Sir Isaac Newton, 358
 Confederation, army of, 236, 237
 Consolidated Fund Bill, 423
 Construction, naval, on the state of, 261
 Conveyances, Russian, 379
 Copenhagen, bombardment of, 9
 Copper, on the qualities of, 21
 Corbet, Capt., vindication of his character and conduct, 162—reply to the defence of, 597—further testimony to the character of, 399, 545
 Cork, regiments employed at the siege of, in 1690, 407
 Cornegliano, Duke of, his occupation of Gerona, 48
 Corporal punishment, motion respecting, 120, 121, 512
 Corps, changes in the stations of, 18, 269, 563
 ——— of engineers, reply to "A Sapper," 254
 Correspondence from the principal ports and stations, 97, 241, 385, 529
 ——— with the Editor, 103, 282, 397, 534
 Corunna, blockade of, 321
 Court of Inquiry, the late, 226
 Court-Martial on Capt. Gordon, 426
 Courts-Martial, regulations respecting, 226
 Cradle for ships, 386
 Crater of Mount Etna, described, 69
 Cressy, battle of, 90
 Cross-bow, on the use of, 30
 Daghestan, campaign in, 95
 Dalrymple, Sir A., 120
 ——— General Samuel, memoir of his services, 514
 Darling, Lieut.-Gen., inquiry into his conduct, 423
 Davy, Sir H., his galvanic battery, 20—vision of, 358
 Dawson, Mr. G., motion of, 277
 Deaths, 143, 287, 438, 575
 Deccan prize-money, 277—its suspended payment, 408, 423
 Dee, steam-ship, fitted up, 244
 Denham and Robinson, Lieutenants, their survey of the British Channel, 395
 Denmark, corporal punishment in, 380
 Deserters, trial of, 341
 Desertion, remarks on, 550
 Devonport, naval occurrences at, 191, 247, 392, 531
 Discipline, on the maintenance of, 294
 Diseases, epidemic, 451
 Distinction, badges of, for seamen, 106, 308

- Don, Sir George, monument to, 515
 Donoughmore, Earl of, memoir of his services, 71
 Doogan, an Irish soldier, anecdote of, 338
 Dovill, Major, squadron under, 35
 Douglas, Major-Gen. Sir Mowat, his work on Naval Gunnery, 97—his "Principles and Construction of Military Bridges," 240
 Dover, Lord, his Life of Frederic the Great, 149
 Downes, Lieut., slavers captured by, 60
 Downs, importance of a harbour in the, 461
 Dreux, battle of, 231
 Drury, Thomas, Esq., memoir of his services, 513
 Ducom's "Cours d'Observations Nautiques," 214
 Dundas's assimilation of cavalry and infantry tactics, 11, 361
 Dutch army, details respecting, 115—navy, state of, 523
 Edinburgh Cabinet Library, 527
 Editor's Portfolio; or, Naval and Military Register, 113, 265, 309, 557
 Egyptians and Turks, war of, 297
 Egyptian troops, take Aleppo, 265
 Eba, three days at, 179, 327, 487
 Electricity, its progress as a science, 17
 Encke, Professor, discoveries of, 355
 Engineers, corps of, reply to "A Sapper," 254
 England, lion of, 264
 Equipments, military, expense of, 377
 Etna, Mount, visit to the summit of, 66
 Eugene, Prince, achievements of, 90
 Evans, Colonel, 421
 Excellent, operations on board the, 97
 Exercise, camps of, 1
 Exmouth, Lord, his attack on Algiers, 9
 Expedition to the Scheldt, 6
 F. S. A., replies to, as to the regiments employed at the siege of Cork, 542
 Falkland Islands, visit to, 309
 False horizon, newly-invented, 84
 Faraday, Mr., his experiments in electricity, 24
 Federal oath, 237
 Ferdinand VII., his reported death, 265
 Ferguson, Sir A., 275
 Finden's Illustrations to Murray's Byron, noticed, 96, 384
 Firing, instructions in, 3
 Flack, Lieut., wounded, 340
 Fleets, on their attack of batteries, 8
 Floggog, in the army, 278
 ——— navy, remarks on, 107
 Flushing, defences of, 9
 Forage, allowance in lieu of, 282
 Foreign Miscellany, 90, 235, 376, 521
 Forget Me Not, noticed, 383
 Forman, Capt., his scheme for the tide, 203
 France, estimate for the war department of, 91—increase in the naval force of, 17
 —promotions in the army, 235—pay of the officers, 376
 ——— Walks in, 483
 Franklin, Dr., on electricity, 17
 Frederic the Great, Life of, 148—wounded at Torgau, 376
 French, sketches of their war in Spain in 1823, 48, 317
 ——— navy, state of, 521
 French and German armies at the commencement of the revolution war, &c. 435
 Frigate, presented to the King of Prussia, 275
 Fuentes de Onor, British cavalry at, 256
 Fund, to compensate for losses by shipwreck, 112
 Fungus, the, a legend of Portsmouth, 492
 Fyers, Edward, on the new French system of measures, 548
 Gales at sea, duration of, 209
 Gallery of the Society of Painters in Water Colours, 384
 Galvanism, observations on, 20
 Gay-Lussac and Biot, their aërostatic voyage, 196
 General Correspondence, 103, 252, 397, 534
 ——— Orders, Circulars, &c., 124, 281, 427
 ——— of the Duke of Wellington, 289
 Geneva, camp of exercise at, 3
 Genius, military, its quality and influence, 145
 German Military Literature, 94
 Germany, affairs of, 236, 524—travelling in, 484
 Gibraltar, Rambles from, 186
 Gilpin's "Practical Hints on Landscape Gardening," noticed, 96
 Gleig's Lives of Military Commanders, 527
 Glenall, Earl of, 275, 276
 Goliath, a, 522
 Gordon, Capt., court-martial on, 426
 Graham, Sir J., 123
 Granada Smuggler, the, 186
 Grant, Mr. R., 274
 ———, Sir C., 361
 Greece, state of affairs in, 238, 524
 Great Britain, state of affairs in, 118, 265, 499, 557
 Grey, Earl, speech of, 276
 Guelphic Order, 118
 Guns, patent breech for, 88
 Gurwood, Lieut.-Col., work by him, 289
 Halliday, Sir Andrew, his plan for a Naval and Military Lunatic Asylum, 445
 Half-pay Officers, uniform of, 112

- Hall, Capt. Basil, comments on, 122—*reply to the Article "Character and Conduct of the late Capt. Corbet Vindicated,"* 397, 545
- Halley, his observations on comets, 351
- Hanoverian army, reduction in, 92
- Hapsteen, Professor, essay of, 198
- Hardings, Sir H., speeches of, 119, 270, 279
- Herschell, Sir J., on electricity, 22, 191, 204
- Sir W., his opinion of comets, 351
- History of the Western World, noticed, 96
- Hobart Town, description of, 472
- Hobhouse, Sir J. C., speeches of, 119, 122, 273, 275, 279, 421, 423, 425
- Holdsworth, A. H., Esq., revolving rudder invented by, 80, 546
- Holland and Belgium, situation of affairs between, 6, 113, 265, 409
- Horses, economical mode of feeding, 378
- Horse and Foot, 109
- House of Commons, proceedings in, 277
- House of Lords, proceedings in, 275
- Huber, General, success of, 319
- Hudson, Mr., experiments by, 199
- Huggins, W. T., his view of St. Helena, 384
- Hume, Mr., 270—his speech respecting the case of Somerville, 272, 278, 281
- Hunt, Mr., his motion respecting corporal punishment, &c., 120, 121, 270, 271, 275
- Hurd, Capt., his survey of the Bermudas, 267
- Impressment, remarks on, 506
- Infantry, British, equipment of, 111
- on the movements of, 12
- Inquiry, the late Court of, 226
- Instructive Gleanings on Painting and Drawing, noticed, 240
- Ireland, recollections respecting the defence of during the late war, 466
- Iron, influence of the magnet on, 194
- Italy, state of affairs in, 238
- J. M. to J. H. on Tactics and Logic, 257
- Jacobsen, Henrique, report of, 462
- Jones, Capt., his vindication of the character and conduct of the late Captain Corbet, 162—*reply to it by Capt. Basil Hall*, 397—*Capt. Jones in answer to it*, 545
- Julius II., Pope, concludes the Holy League, 235
- Keating, Col., his plan of defence, 469
- Keepsake, noticed, 363
- Kennedy, Mr., motion of, 270, 271
- Kepler, his opinion of comets, 348
- King's German Legion, history of the, 240
- Knapack, improved, 111
- Knighthood, grades of the order of, 263, 566
- Knife, Captain, killed, 35
- Knowles, John, on the construction of the *Caster*, 486
- Lafayette, General, memoirs of, noticed, 239
- Laird, Mr., of Liverpool, enterprising spirit of, 44
- Lauder, Richard, his discovery of the source of the Niger, 63—*engages in the new African expedition*, 64
- Landscape Annual, noticed, 383
- Langdon, Captain, visits the Falkland Islands, 370
- Langford, Capt., his death, 431
- Latitude, method of finding it at sea, 214
- Leckie, Lieut., communication of, 369
- Leipzig, battle of, 235
- Lenham, William, on the pursers and surgeons of the Navy Orphan Fund, 548
- Leopold, King, his marriage, 113
- Lingo drawn for the Militia, 496
- Lion of England, 264
- Llobera, defeat of, 49
- Loadstone, magnetic power of, 196—healing powers attributed to it, 191
- London, plague in, 452
- Londonderry, city of, 467
- fort, garrisonship of, 277
- Marquis of, 277
- Longbow, on its use in war, 27
- Longitude, discovered by means of the magnetic cylinder, 199
- Lorimer, Dr., searches of, 198
- Louis Philippe, promotions of, 235
- Low, Commander, communication of, 84
- Lynadoch, Lord, 7
- Macdonald, Capt. R. C., on relative rank in the King's and Company's Forces, 107
- Mackie, Lieut., treatment of, 335, 336
- Mackinnon, General, promise of, 335
- Maclean, Dr., arguments of, 451
- Magnetic attraction, 556
- Magnetism, definition of, 23—*property of*, 190
- Mahon, Lord, his "War of the Succession in Spain," 96
- Mainwaring, Capt., "Instructive gleanings on painting and drawing," 240
- Malcolm, Lieut.-Col., § 6
- Sir Pulteney, experimental squadron of, 390
- Malta, march of intellect at, 549
- Mangin, a deserter, pardoned, 342
- Masciana, village of, 489
- Marinero, Spanish slave, captured, 61
- Mariner's Compass, when first known, 192—*variation in*, 198
- Marines, Royal, services of, employed on the coast and lakes of North America during the late war, 366
- Maritime speculations, 304
- Marriages, 142, 286, 430, 574
- in the army, inconvenient of, 370

- Marshall's gun-carriages, 258
 Maw, Lieut., on badges of distinction for seamen, 106
 Maximilian, Emperor, defeats Crespacour, 90
 Measured, adoption of the new French system of, 548
 Médée, French frigate, captured, 47
 Mehemet Ali, his military talents, 302
 Malbourne, Lord, 277
 Mercantile Navy, reviewed, 381
 Mérit, British Order of, proposed, 408
 — Medals of, 408
 Messner, M., deceptions of, 192
 Messier, M., comet discovered by, 351
 Metals, transmit electricity, 19
 Meteorological Register, kept by Capt. W. H. Smyth, 144, 288, 433, 576
 Mexico, affairs of, 380
 Midshipman of the Last Century, his recollections of a sea life, 41, 204, 497
 Miguel, Don, affairs of, 113, 265, 409
 Milans, General, defeated, 323
 Milford Haven, naval occurrences at, 249, 395, 533
 — Packet Establishment at, 396
 Military staff alterations, 564
 — Establishment, 421
 — figures for the elucidation of cavalry movements, 410
 — flogging, motion respecting, 279
 — genius, on the quality and influence of, 145
 — Provident Institution to be established by Act of Parliament, 369
 Militia of the United States, 160
 Mines, at Elba, 184
 Miscellany, Foreign, 90, 235, 376, 521
 Molitor, Count, enters Murcia, 319
 Moncey, Marshal, 322
 Mons, fortifications of, 481
 Monte Serrata, at St. Helena, ascent of, 329
 Mortar-firing, experiments on, 91
 Murray, Sir G., on military flogging, &c., 480, 421
 Mutiny, summary mode of suppressing, 206
 Napier, Lord, 120
 — Capt. Chas. on impressment, 506
 Napoleon's residence at Elba, 179, 327
 Naval and military annuitant society, 374
 — library and museum, 266, 394, 561
 — lunatic asylum, progress of, 405
 — provident societies, plan for, 369
 — Register, 113, 265, 409, 557
 Naval architecture, school of, 103
 — construction, on the state of, 261
 Navy estimates, 123
 — in commission, distribution of, 137
 Navy instructions, 221
 — and army, abstract of, 119, 270, 421
 Needle, variation in the, 198
 Nelson, Lord, his bombardment of Oddepehagen, 9
 Neptune, launch of, at Portsmouth, 385
 New African Expedition, 63
 Newton, Sir Isaac, his opinion of, 350—his conversation with his nephew, Mr. Conduitt, 358
 Niger, discovery of its course, 68
 Nixon, Captain, on Mr. Holdsworth's revolving rudder, 546
 Nobili and Anginori, experiments of, 215
 Noonan, Pat, anecdote of, 337
 Notes on the army of the United States of America, 154
 Nugent, Mr., on magnetism, 200
 Nurseries for seamen, 239
 Nuttall, Capt., his death, 533
 Oath, federal, 237
 Occult Principle, remarks on, 16, 190
 Oersted, M., his discoveries in electricity, 23, 196
 Officers in the E. I. C.'s ships, reduction in their pay, 281
 — French, pay of, 376
 — non-commissioned, promotion of, 552
 Old English archery, 26
 Old Soldier, on the letter of, 257
 Operto, attack on, 409, 537
 Order of the Bath, omissions in the distribution of the, 255
 Ordnance Estimates, reductions in, 270
 Oughton, Rear-Adm., memoir of his services, 76
 Owen, Capt., W. F. W. suggestions of, 54
 Paddy from Cork to the Editor concerning one John Brown, 541
 Pardoe Miss, her stanzas to the memory of Miss A. M. Porter, 77
 Parliamentary proceedings connected with the army and navy, abstract of, 119, 270, 421
 Patronage and Premium Promotions, 304
 Paymasters, instructions for, relative to the conveyance of soldiers, 131
 Pedro, Don, proceedings of his forces, 113, 265, 409, 537, 539
 Peel, Colonel, 27
 —, Sir R., speech of, 274
 Pellew, Sir Israel, memoir of his services, Peninsular, British Cavalry on, 34
 Pensions of Russian officers, 238
 Picton, General, 335
 Picturesque Annual, noticed, 383
 Plague and quarantine, &c., 449
 Plan for Naval and Military Provident Societies, 369

- Pliny, observations of, 198
 Plunkett, Lord, reply of, 276
 Poetry:—Stanzas to the memory of Miss A. M. Porter, by Miss Pardoe, 47—Lingo drawn for the Militia, 496
 Pole, Captain, his gun-carriage, 516
 Poster, Miss A. M., stanzas to her memory, 77
 Portfolio, the Editor's, 173, 265, 409, 557
 Porto Longona, town of, at St. Helena, 328
 Ports, incorporated, 218
 Ports and Stations, correspondence from, 97, 241, 385, 529
 Portsmouth, school of instruction in naval gunnery at, 97—changes in the Naval Victualling Establishment at, 241—launch of the Neptune at, 385—legend of, 492—letter from, 529
 Portugal, contest in, 113, 265, 558
 Presidente, a piratical schooner, captured 59
 Prize-money, distribution of, 124, 425
 Promotions and appointments, military, 140, 284, 428, 572
 — naval, 140, 283, 428, 572
 — French, 235
 Provident societies, naval and military, plan for, 369
 Prussia, King of, frigate presented to, 275
 — military and statistical position of, 442
 Prussian army of exercise, 4
 — regulations in, 52
 — system of tactics, 11
 Publications, new, reviews and critical notices of, 96, 239, 383, 525
 Punishment, military, remarks on, 230
 Pursers and surgeons in the navy, inquiry respecting, 259, 548
 Pyramids, battle of, 109
 Quarantine regulations, 456
 Rambles from Gibraltar. By an Officer of the Garrison, 186
 Ramsay, Lieut., gallant conduct of, 61
 Rank, relative, in the King's and Company's Forces, 107
 Raper, Lieut., on a method of finding the latitude at sea, 214
 Recollections of a sea life, 41, 204, 497
 — of the storming of Ciudad Rodrigo, on a comparison with recent accounts, 172
 Recruiting, remarks on, 651
 Record of the Services of the 23d Regiment, 414, 565
 Regiments employed at the siege of Cork in 1690, 407
 — of the British Army, list of, 414
 Reminiscences of a Subaltern, 334
 Retrospect of Monthly Memorabilia, 90, 235, 376, 521
 Revolution, on the traffic of, 151
 Review at Windsor, 114
 Reviews and Critical Notices of New Publications, 96, 339, 383, 525
 — of the Dutch Army, 116
 Rickman, the electrician, his death, 18
 Ritchie, Dr., his experiments in electricity, 25
 Ritter, Professor, investigations of, 195
 Rodrigo, town of, storming of, 337
 Rome, intelligence from, 238
 Rooke, Sir George, services of, 78
 Rose, R., his inquiry respecting purgers and surgeons in the navy, 379
 Ross, Capt., proposed expedition in search of, 410, 434
 Royal Clarence, Victualling Establishment at Portsmouth, changes in, 241
 — Marines, services of employed on the coast and lakes of North America during the late war, 360
 — Navy in commission, distribution of, 137
 — Yacht Club, proceedings of, 402
 — Military College, examination at, 558
 Rudder, revolving, described, 80, 546
 Russia, prepared to secure the mastery of the Black Sea, 3—naval resources of, 238—corps of cadets of, 379
 Russian convicts, 379
 Russians, the passage of the Balcans, 297
 St. George's Harbour, Bermudas, 267
 St. Giovanni, hamlet of, 181, 185
 St. Helena, view of, noticed, 384
 Saldern, works of, 360
 Sam Sprit's visit to Portsmouth, 534
 Sandwich, port of, suggestions for its improvement, 459
 San Miguel, the Spanish ex-minister, on the conduct of, 252—replied to, 400, 545
 Sarrazin, M., observations of, 334, 335
 Saxe, Marshal, calculation of, 25
 Scheldt, threatened expedition to the, 6, 409
 Scott, Sir Walter, his death, 265, 433
 Sculpture, modern, illustrations of, 384
 Sea, on a method of finding the latitude at, 215
 Sea life, recollections of, 41, 204, 497
 Seamen, nurseries for, 235
 — on badges of distinction for, 166
 Seneca, on comets, 347
 Ships of war, improved construction of, 381
 Shipp's Eastern Story-Teller, 528
 — on steering from the bow of, 260
 Shipwreck, suggestions for a fund to compensate for losses by, 112
 Sketches of the War of the French in Spain in 1823. By a Royalist, 48, 317
 Slavers, captured by the Black Joke, 60
 Smuggler's story, 187

- Sayth, Capt. W. H., meteorological register kept by, 144, 288; 432, 576
 Soldier, an old one, 238
 *Soldiers, instructions relative to the conveyance of, 131
 Sorbesville, case of, 118—court of enquiry into it, 124, 226—motion respecting, 272, 275, 279
 Southampton, accident to the, 563
 Spafu, military expenditure of, 378
 *Spanish constitutionalists, meeting of the friends of, 51
 Speculations, maritime, 304
 Squadron, Experimental, under Sir Pulteney Malcolm, 390
 Squares, infants on breaking, 407
 Standard, presented to the Blues, 114
 Steam naval warfare, 518
 Steam-vessels, practical construction of, 382
 Stewart, Sir William, letter of, 225
 Stowar, controversy between the inhabitants and the Abbot of St. Augustine's, 219
 Strachan, Sir Richard, his attack on Flushing, 7
 Swimming evolutions, 377
 Swiss Troops, disbanded, 377
 Switzerland, sharp-shooting in, 91—Army of the Confederation, 27
 Subaltern, Reminiscences of, 334
 Symonds, Capt., remarks on his being appointed Surveyor of the Navy, 103
 Tactics, remark of, 6
 Tactics, modern system of, 11
 ——— and Logic, remarks on, 257
 ——— of Cavalry, reply to a paper on, in the Court Journal, 360
 Teltow, Camp at, 378
 Tennyson, Mr., 274
 Thomson, on comets, 346
 Three Days, at Elba, 172, 327, 487
 Torgau, battle of, 376
 Torquay, yacht race at, 251
 Trotter, Sir H., regulation of, 15
 Trotter, Dr., his death, 287
 Turkey, state of affairs in, 247
 Turks and Egyptians, war of, 247
 Turner, Lieut., gallant conduct of, 59
 Twenty-Third Regiment, record of the services of, 414, 565
 Uniform of half-pay officers, 142
 United States, army of, 154—manners of, 180
 Unnoticed key to the campaign of 1818, 89
 Valpy's Shakespeare, 527
 Valenciennes, fortifications of, 479
 Van Diemen's Land, notes from, 472
 Vanguard, Brazilian brig, captured, 59
 Veruet, Don, governor of Malvina, 310
 Victory, court-martial on board of, 426
 Vienna, some account of, 485
 Visit to the Falkland Islands, 309
 ——— Summit of Mount Etna, 66
 Vivian, Sir H., his mode of inspection, 362
 Von Alten, Count, festival in honour of, 93
 ——— Hayer, Major-General, his work on the Science and History of War, 94, 378
 ——— Saldern, his System of Tactics, 11
 Walker, Ralph, compass invented by, 201
 Walks on the Continent, 483
 War of the Succession in Spain, 96
 ——— Turks and Egyptians, 297
 Wason, Mr. R., 271
 Waterloo Monument, 93
 Wathen, Captain, his plan for elucidating the movements of cavalry, 410
 Weston, Court of Inquiry at into the case of Somerville, 124, 226
 Wellington, Duke of, 276—general orders of, 289—his operations against Badajoz, 342
 Welsh Fusileers, Royal Regiment of, 414
 West Point, United States, military Academy at, 158
 Wetherell, Sir C., 274
 Wheeling, on the principles of, 16
 White, Lieut. G. H. P., account of his visit to the summit of Mount Etna, 66
 Widow, annuity for, 371—gratuity for, 16
 Wild Sports of the West, 528
 Wilson, Sir Robert, harangues the Spanish troops, 50
 Windsor, review at, 114
 Winter's Wreath, noticed, 383
 Wyndham, Major, enquiry into his conduct, 124, 287
 Wyntford, Lord, 277
 Yacht race, at Torquay, 251
 Year, military, 283
 Yeomanry, question respecting, 275

